



BOSTON  
PUBLIC  
LIBRARY







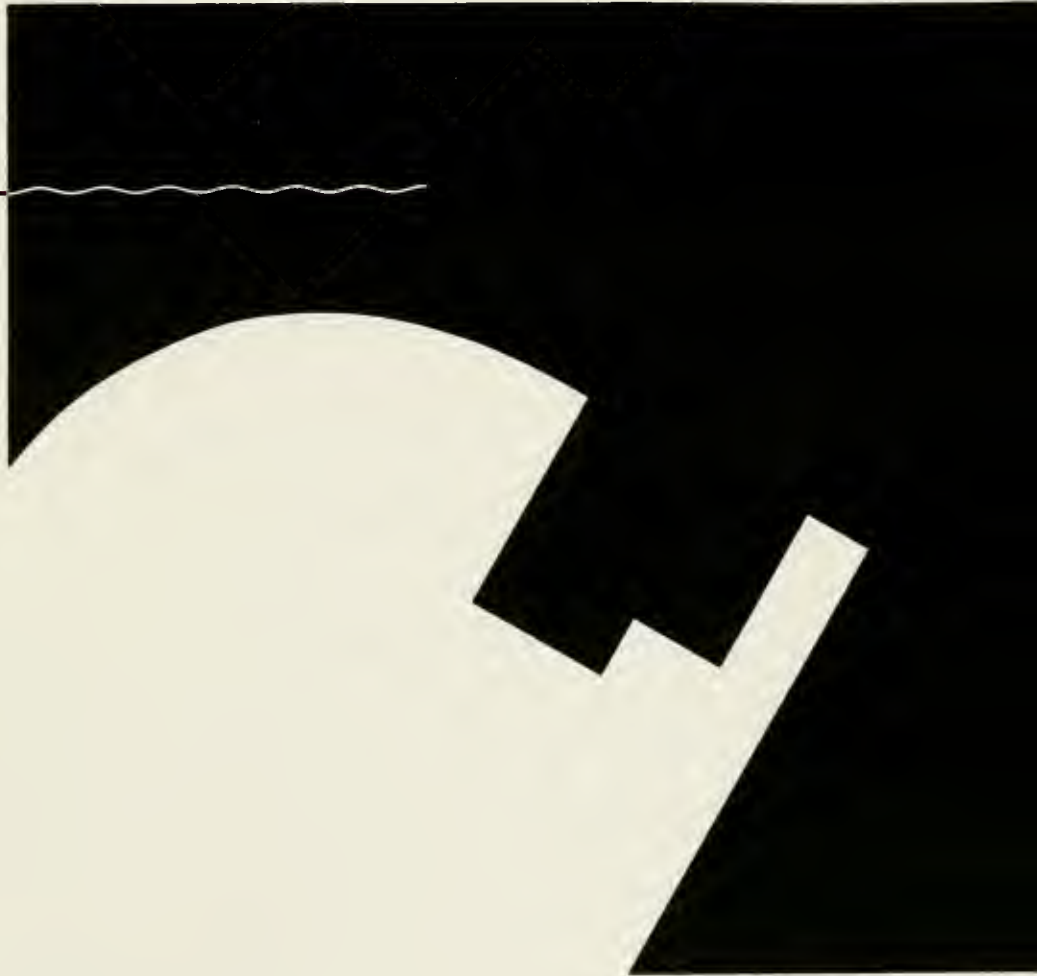
# Urban Design

GOVDOC  
BRA  
1675

Fan  
Pier  
Development

---

Pier  
4  
Development



Submitted to:  
The Boston Redevelopment Authority

---

Developers:  
HBC Associates (Fan Pier)  
The Boston Mariner Company (Pier 4)

MAR 16 1987





## *Fan Pier and Pier 4*

### *Executive Summary*

### *Urban Design Report*

*Prepared for the Boston Redevelopment Authority*

*March 1987*

Preface: Unlike most younger, less traditional cities in the U.S., Boston's urban layout is dictated by unique combinations of geography and history. From its "cowpath" streets to its natural impositions (the harbor, the Charles, and the Mystic), Boston's physical look is a product of both firm tradition and chance. The volume of growth and development since the 1960's has brought a new face and the resulting concern for more carefully controlled and coordinated development which adds new, modern dimensions without overwhelming the older elements that make Boston unique. Carefully imposed restrictions and requirements, unheard of in the past, are now necessary pieces of any project. The Fan Pier and Pier 4 developers, working with the active participation of a whole host of residents and government bodies, have sought to design an urban space which future generations will consider as important and attractive as the historical spaces we treasure today.

Aims: The Fan Pier and Pier 4 developers are committed to building unique mixed-use developments that incorporate the finest in urban design techniques with strong elements of public access, open space, and amenities. They have developed their plans through an open, dynamic design process with a high degree of public comment and coordination with city and state planners. The developers envision Fan Pier and Pier 4 as a distinctive urban environment which will enhance the waterfront and downtown areas.

Specific Design Elements: The current plans are the result of a design process that began in 1981 and has included the involvement of city, state and public interest groups. This on-going review process will continue for each building even after the Board of the Boston Redevelopment Authority (BRA) approves the development plans. The design elements discussed in the body of the report are outlined below.

Fan Pier Design: The Fan Pier project entails the construction of a first class mixed-use development consisting of approximately 3.1 million square feet of space (not including space permitted in order to allow the developer to meet its affordable housing commitment) contained in nine major buildings situated on the 19 acre site. Approximately 60% of the site will be devoted to publicly-accessible areas. Twelve acres will host a variety of open spaces such as the Harborwalk, a waterfront park, an





oval plaza adjacent to the hotel, and an overlook from which pedestrians can view harbor activities.

The Fan Pier portion of the city-designated seven-mile Harborwalk will include a marina boardwalk and promenades along the 1,000 foot-long canal traversing the site. Together, these pedestrian walkways will total over three-quarters of a mile. Also provided on Fan Pier will be ferryboat docks and landside facilities, a breakwater/fishing pier, and interior walkways and roads.

As a result of ongoing design reviews with the BRA, numerous improvements have been made to the plans for the project since the Draft Development Plan and Schematic Design submission in November, 1986. Among these improvements are the following:

- Barrier-Free Design: Alterations have been made to both site and bridge design to provide barrier-free access throughout the Fan Pier project. Public elevators have also been added connecting all levels of parking to the canal walks and street levels.
- Public Access: The hotel atrium has been redesigned to provide a clear and accessible public connection from the central oval west of the hotel to the marina boardwalk east of the hotel.
- View Corridors: View corridors established by the street grid and building walls have been visually reinforced by the landscape design. Tree planting has been designed to open up view corridors, to reinforce the form of public spaces, and to soften the pedestrian environment.
- Open Space Design: A large fountain with a nautical theme has been designed to occupy the center of the oval east of the hotel. A variety of paving and landscape materials will be used to differentiate and enrich the promenades, paths, and walkways throughout the Fan Pier project. The waterfront park has been redesigned with a larger central open space.



- Hotel Design: The hotel tower height to the top of the last occupiable floor has been lowered from the 475 feet as submitted to the BRA in November to 450 feet. The tower form and silhouette have been simplified and strengthened as a more conventional shape and image. To improve wind conditions, the hotel tower has been moved 15 feet inland and a low base element has been created. Other alterations to the hotel include the relocation of internal truck loading areas and the introduction of restaurant, cinema and retail functions at the street level.
- Residence Design: Building F, containing residential use, has been refined so that the design and massing is more responsive to the buildings around it.

#### Pier 4 Design

The Pier 4 project entails the construction of a mixed-use development consisting of approximately 1.65 million square feet of residential, office, hotel and retail space to be contained in four buildings situated on the 16.4 acre site.

In all, approximately 60% of the existing land area of the Pier 4 site will be devoted to publicly accessible areas. Included in twelve acres will be three major open spaces: a large plaza overlooking the marina, a landscaped entry boulevard, and a linear park overlooking Commonwealth Pier. Pier 4's contribution to Harborwalk totals over 2,000 feet in length.

Other Pier 4 public amenities that invite visitors to enjoy the Harbor are an on-demand water taxi, a display ship, dock, a breakwater, a coastal cruiseship landing, and a marina.

The Pier 4 project has been completely redesigned twice since 1981. The current plan by Kallmann McKinnell & Wood has gained wide favor. Notwithstanding general acceptance by the BRA, ongoing improvements are being made to the schematic design submission initially presented on September 11, 1986. These improvements include:



- refinement of the entry boulevard pavement and Northern Avenue presentation
- strengthening of the East/West Harborwalk connections and
- improvements to the office building massing.

Conclusion: Boston has a tradition of creating buildings that are not more important than the people who use them. As planned, the Fan Pier and Pier 4 projects will add diversity to an already diverse city, and enrich the fabric of Boston immensely.



## I. INTRODUCTION

A proposal to develop the Fan Pier and Pier 4 sites was originally put forth in 1981 when a single master plan was prepared jointly by the developers of those projects. This original master plan provided for a program of mixed uses similar to those currently proposed. Substantial design improvements have been made since the creation of the 1981 master plan. The original master plan, for example, did not emphasize public accessibility to the waterfront or the provision of public open space. On the Fan Pier, tall buildings were proposed along the curve of the fan, barring visual and public access to the harbor. On Pier 4, a tall building was proposed next to the existing restaurant at the end of the pier, blocking views to the harbor. Both plans required harbor filling and pile-supported decking for non-water-dependent uses. In response to public comments on the original master plan, the developers began to rethink the design assumptions of that plan, and subsequently undertook separate efforts to develop their respective sites.

After consulting with city and state agencies, each developer commissioned a new master plan to address the major public concerns. City plans and guidelines were thoroughly examined. A vigorous attempt was made to lead the public rediscovery of the South Boston waterfront and to integrate non-water-dependent and water-dependent uses.

The developer of the Fan Pier first presented a new master plan for public review in the spring of 1985. The new Pier 4 master plan became public in the early summer of 1985. Following these presentations, a carefully considered public review process was developed with interest groups and governmental agencies at the local, state, and federal levels.

The Boston Redevelopment Authority (the "BRA"), acting in its capacity as the City's planning agency, began its design review of the projects by designating a joint Fan Pier and Pier 4 Citizens Advisory Committee (the "CAC") specifically appointed to represent concerned constituencies, including the South Boston neighborhoods, local business groups, design professionals, and Boston Harbor advocates. Meetings were held with the BRA and the CAC during the environmental review process and through design development.

At the state level, a coordinated effort was initiated by the Governor's Development Office in cooperation with the developers, which resulted in the creation of a State Interagency Coordinating Committee. Agencies with environmental interests were brought together early in the development of the master plans and asked to identify areas of concern and to consider approaches to resolving these issues. An interagency group was also assembled at the federal level. In addition to the governmental agency reviews, both proponents discussed their master plans with many special





interest groups, among them the Boston Society of Architects, The Boston Harbor Associates, and the Boston Preservation Alliance.

Following the public review of the plans presented in the spring and summer of 1985, each proponent modified their designs even further to reduce massing, height and shadows and to improve overall access to the public spaces. Proposals for the projects incorporating these reductions were presented in the Master Plans approved by the BRA and the Boston Zoning Commission in February and March, 1986, in the draft Development Plans and Schematic Design Submissions delivered to the BRA in September and November, 1986, and in the Final Environmental Impact Report (the "Final EIR") for the projects submitted in November, 1986.

The designs of the Fan Pier and Pier 4 projects have been extensively reviewed by the BRA in connection with the BRA Board's February, 1986 approval of the Master Plans for the projects. Draft Development Plans and Schematic Design Submissions for the projects were the subject of additional extensive review and analysis. In addition, the BRA has reviewed the design of the Fan Pier and Pier 4 projects in connection with the BRA's consideration of the Final EIR for the projects. It should be emphasized that the design of the Fan Pier and Pier 4 projects will continue to undergo intensive review by the BRA. The Boston Zoning Code requires BRA design review approval prior to the construction of any building in the projects.

## II. THE DESIGN OF THE FAN PIER PROJECT

The plans for the Fan Pier project as currently proposed are included as Exhibit 1 to this report. The Fan Pier project entails the construction on the site of a first class mixed-use development consisting of up to approximately 3.1 million square feet of residential, office, hotel, retail and cultural space (not including the square footage of building area required and permitted in connection with the developer's affordable housing commitment) to be contained in nine major buildings. The Fan Pier project will also include approximately 12.2 acres of recreational and other open space, including a marina, and a below-grade parking garage that can accommodate approximately 2,500 cars. A 1,000-foot canal will be constructed to the north of and parallel to the present Northern Avenue. Two vehicular/pedestrian bridges along Farnsworth and Pittsburgh Streets and two pedestrian bridges will cross the canal.

The portion of the Fan Pier site north of the canal will contain four buildings, three of which will include primarily residential space, together with smaller amounts of retail space. These buildings will be located on the parcels designated as Lots F, G and H on the plan attached to this report as Exhibit 2. The fourth building to the north of the canal will be a hotel with approximately 806 rooms and will be located on the Hotel Lot shown



on Exhibit 2. A marina will be situated along the eastern waterfront of the Fan Pier site north of the canal. Four of the five buildings to be located along the present Northern Avenue to the south of the canal will be dedicated primarily to office uses. These buildings will be located on Lots A through D on Exhibit 2. The fifth building to the south of the canal will be located on Lot E and will be dedicated to cultural uses.

The project will improve and expand public access to the site. Approximately 60% of the total area of the Fan Pier site will be devoted to publicly accessible areas. These public areas include the Harborwalk along the Fan Pier perimeter, a waterfront park adjacent to the Harborwalk in the northwest portion of the site, an oval in the center of the site and a Harborwalk overlook adjacent to the central oval. Harborwalk, which will include a boardwalk along the marina edge, will link with promenades lining the new canal. Harborwalk, including the canal walks, breakwater and boardwalk, will total over three-quarters of a mile in length. Other public amenities, including walkways, docks, a breakwater and a fishing pier, will also be provided.

The Fan Pier project involves an unparalleled addition to the infrastructure and public amenities of the City. In addition to the public spaces to be provided in connection with the development of the site, the Fan Pier project will include the expansion of the street system and the construction of two pedestrian bridges and two vehicular/pedestrian bridges.

Table 1 provides information on the extent of various uses that will be located on the Site.

The Fan Pier project will extend Boston's downtown commercial and residential uses across the Fort Point Channel and thus accommodate the City's need for controlled continued physical growth. From a design standpoint, the Fan Pier project seeks to extend onto the site the urban character of South Boston and the downtown and to provide distinctive public spaces. In achieving these goals, the Fan Pier project's design takes advantage of the site's two major attributes: its proximity to the downtown and its proximity to the water. Massing, setbacks and materials are coordinated to relate to those of the surrounding neighborhood, the downtown and the waterfront. The Fan Pier project seeks to optimize its waterfront location through intensive treatment of water edges, the provision of water views, and continuous public access to the waterfront.

Six urban design elements are used to create the organizational framework of the Fan Pier project: (1) the street grid, (2) the canal, (3) the marina, (4) the Harborwalk, (5) variations in ground elevation, and (6) building uses and massing.



1) Street Grid: The plans for the project provide for the extension of Sleeper, Farnsworth and Pittsburgh Streets within the site, resulting in the creation of traditionally sized city blocks that define the project as an integral part of the City. Furthermore, the coordinated facades and massing of the buildings will act as an important element in sustaining the continuity and clarity of the urban fabric. Aligned setbacks and horizontal articulations on the facades of the structures help to create a cohesive ensemble of buildings and spaces.

2) Canal: The canal provides waterfront views and waterfront access to the buildings located in the interior of the Fan Pier project. The walkways adjacent to the canal serve as a cross-axis to the streets extended onto the site. The axis of the canal itself bends to create a major view corridor framing the Custom House Tower. To reinforce this view corridor, and to emphasize the curved form of the canal, building bases are designed to parallel the canal's edge. Public promenades lined with retail uses are situated along the edge of the canal. These promenades provide an urban waterfront environment in contrast to the park-like Harborwalk. The canal will be available for use by harbor taxis and small recreational craft which can be moored along both sides of the waterway.

3) Marina: The marina to be constructed between the Fan Pier project and the Pier 4 development will provide public as well as private dockage, and will afford a water entranceway to the Fan Pier project from Boston Harbor. The Fan Pier portion of the marina will have approximately seventy docking spaces, approximately thirty-five in the marina basin and approximately thirty-five as floating quays along the canal. Access to commercial water-related services will also be provided in connection with the marina.

4) Harborwalk: The BRA's Harborpark plan for the revitalization of Boston's waterfront provides for a "Harborwalk" continuing uninterrupted along the edge of Boston Harbor. The Fan Pier segment of Harborwalk extends the entire perimeter of the Pier from Fort Point Channel to the marina basin and along both sides of the canal. Pedestrians arriving from the downtown or from the Museum Wharf area will be able to walk along the South Boston edge of the Fort Point Channel, past the commercial passenger boat landing and the promenades paralleling the canal, and over a pedestrian bridge. Once across this bridge, pedestrians can proceed along the western and northern perimeters of the Fan Pier toward the marina, where the Harborwalk becomes a boardwalk and links again with the promenades paralleling the canal.



5) Variations in Ground Elevation: The plans for the Fan Pier project provide for the entire edge of the site, fronting on Boston Harbor, the marina basin and the canal, to be located at nominal elevation of +17.0 feet Boston City Base. Thus, the edge of the project will be situated at the existing ground elevation of the site. In order to provide maximum clearance under the vehicular/pedestrian bridges at Pittsburgh and Farnsworth Streets, and to allow all parking to be located below grade, the area to the north of the canal will be at a higher elevation than the area to the south. A landscaped grassy slope located along the Fan Pier Harborwalk will form the northern and western transitions from the higher elevation of the site's interior to the lower elevation along its edges. This slope will reinforce the shape of the pier. The variations in ground elevation on the site will aid in separating pedestrian and vehicular circulation, creating a greater variety of public space experiences and providing increased water views from the interior of the site.

6) Building Uses and Massing: The project provides for the separation of the major uses to be located on the site. Office uses are concentrated on the portion of the site south of the canal, along the existing Northern Avenue. The cultural facility marks the entrance to the site along Fort Point Channel, complementing existing public uses south of the site. Residential uses are located on the portion of the site north of the canal. The hotel building occupies the eastern end of the site to the north of the canal, and its tower, which serves as the visual focus of the Fan Pier project, will be the site's tallest building. To achieve a reduced scale along the waterfront, the Fan Pier project's buildings generally step down towards the water's edge with the exception of the hotel tower which will stand as a symbol and landmark for the Project on the Harbor and City skyline.

Because the various buildings in the Fan Pier project will be designed by a variety of architects, the project will benefit from a coordinated master plan, but will at the same time possess an architectural diversity often lacking in large developments. The intention of the Fan Pier project is to create diverse, recognizable and pleasant urban spaces. Working with this common goal, the various architectural firms have designed individual buildings that contribute to the clarity of the urban form while introducing variety and richness to the urban environment of the site.

### III. THE DESIGN OF THE PIER 4 PROJECT

The current plans for the Pier 4 project are included as Exhibit 3 to this report. The Pier 4 project entails the construction on the site of a mixed-use development consisting of





approximately 1.65 million square feet of residential, office, hotel and retail space to be contained in four major buildings. The project will also include approximately 1.1 million below-grade square feet (calculated to provide parking for approximately 2,650 cars), approximately 5.1 acres of recreational and other open space, and approximately 7.5 acres of open water.

Existing uses on the site are expected to continue, including the existing restaurant, retail market, and barge storage. Redevelopment of these uses may be desirable concurrent with latter phases of the project's construction. Redevelopment may entail installation of a display ship or restaurant-related ship.

The project will improve and expand public access to the site. Approximately 57% of the total land area of the site will be devoted to publicly accessible areas. Other public amenities, including walkways and docks, will also be provided.

The project involves an unparalleled addition to the infrastructure and public amenities of the City. In addition to the public spaces to be provided in connection with the development of the site, the project will include the expansion of the street system.

Table 3 provides information on the extent of various uses that will be located on the site as contemplated by the project schematics submitted to the Boston Redevelopment Authority on September 11, 1986. It should be noted that square footage figures for each use are approximate. Changes in these figures are inevitable as the project is subjected to further review, design refinement, and changing market conditions over an anticipated build out of many years' duration. Any changes, however, will respect an approximate overall FAR of 4.25 and commercial FAR of 2.0 as established for the project by the Boston Redevelopment Authority in its letter dated February 2, 1987.

The Pier 4 project will extend Boston's downtown uses across the Fort Point Channel and thus accommodate the City's need for continued physical growth. From a design standpoint, the project seeks to extend onto the site the urban fabric of South Boston and the downtown waterfront and to provide distinctive public spaces. In achieving these goals, the project's design takes advantage of the site's two major attributes: its proximity to the downtown and its proximity to the water. Massing, setbacks and materials are coordinated to relate to those of the surrounding neighborhood, the downtown and the waterfront. The project seeks to optimize its waterfront location through intensive treatment of water edges, the provision of water views, and continuous public access to the waterfront.

Four urban design elements are used to create the organizational framework of the Project: (1) the street grid, (2)



the marina, (3) the Harborwalk, and (4) the building uses and massing.

1. Street Grid: The plans for the Project provide for the extension of the planned Northbound Seaport Access Connector Road onto the site, resulting in the Project's integration with the fabric of the surrounding area. Thus, the street system on the site defines the Project as an integral part of the City, not as an isolated design fragment. Furthermore, the coordinated facades of the buildings will act as an important element in sustaining the continuity and clarity of the urban fabric. Aligned cornices and horizontal articulations on the facades of the structures help to create a cohesive ensemble of buildings and spaces.
2. Marina: The marina to be constructed between the Fan Pier Project and the Pier 4 development will provide dock space for approximately 150 recreational craft. The marina, providing public as well as private dockage, will afford a water entranceway for the Project from Boston Harbor.
3. Harborwalk: The BRA's Harborwalk plan for the revitalization of Boston's waterfront provides for a "Harborwalk" continuing uninterrupted along the edge of Boston Harbor. The Pier 4 segment of Harborwalk extends around the entire perimeter of the site, except to the north and east of the pier head where existing Anthony's Pier 4 restaurant is located.
4. Building Uses and Massing: The Project provides for the integration of the major uses to be located on the site. Office uses are concentrated on the portion of the site along the existing Northern Avenue. Residential uses are located in three out of four of the buildings. The hotel occupies the lower half of the site's tallest buildings. Retail uses are located on the lower floor of all four buildings. To achieve a reduced scale along the waterfront, the Project's buildings generally step down towards the water's edge.

It is anticipated that the later buildings in the Project may be designed by different architects, according to the master plan by Kallman McKinnell & Wood. The intention of the Project is to create diverse, recognizable and pleasant urban spaces. Individual buildings contribute to the clarity of the urban form while introducing variety and richness to the urban environment of the site.

The appearance of all four buildings is intended to relate to the traditional masonry warehouses typical of the nearby Fort Point Channel District. Building materials are planned to be



various colors of brick and light colored stone, with metal copper cornices.

#### IV. PREVIOUS IMPROVEMENTS TO THE DESIGNS OF THE PROJECTS

In his letter of February 2, 1987 to Secretary James Hoyte, BRA Director Stephen Coyle noted that the following improvements to the designs for the Fan Pier and Pier 4 Projects had been made prior to the date of that letter as a result of BRA design review:

1. A 10% reduction in total floor area;
2. Setback of the hotel tower 100 feet from the water's edge and a reduction in height;
3. Height reduction of 75 feet (from 199 feet to 122 feet) in buildings B and C along Northern Avenue at Pittsburgh Street to avoid canyonization and increase the amount of sunlight reaching the public canal walks;
4. Other height reductions to the office buildings along old Northern Avenue from 395 feet, 420 feet, and 368 feet to 290 feet, 325 feet, and 334 feet, respectively;
5. Height reductions of all buildings along the water's edge (up to 100 feet) and massing changes that provide greater residential scale and character;
6. Massing modifications and building setbacks to scale down facades and relate buildings more strongly to Boston's historic character;
7. A variety of design expressions for the individual buildings through the participation of eight outstanding architectural firms; and
8. Reduction of slopes and level changes in the water's edge park to ensure easy public and barrier-free access.

Director Coyle's letter to Secretary Hoyte also offered a number of comments on the designs of the Fan Pier and Pier 4 projects as those designs were presented in the Final EIR for the projects. In response to Director Coyle's comments, numerous design improvements were made to the projects. These refinements, which are included in the drawings attached to this report as Exhibit 1, are summarized below. Further refinements to both the Fan Pier and Pier 4 projects will be made during BRA design review.



## V. ADDITIONAL FAN PIER IMPROVEMENTS

The design improvements listed below have been made to the Fan Pier proposal in response to recent comments by Director Coyle.

### A. Pedestrian Access

1. The Pittsburgh and Farnsworth Street bridges have been lowered approximately two feet in order to provide 8% maximum grades that meet all barrier-free access standards. A refined structural system still allows suitable headroom for pedestrian access on the sidewalks under the bridges. Retail frontage and ample lighting under the bridges will create a pleasant environment that provides a continuation of an excellent pedestrian character along the entire length of the canal walks.
2. Both pedestrian crossings will be barrier-free, either by making them low and operable or by use of handicapped ramps or lifts.
3. Grades to the north of the canal have been decreased in order to ease the transition towards the water. All paths and walks will have slopes of less than 1:20, providing barrier-free access throughout the project.
4. A new ramp has been located adjacent to the Harborwalk overlook providing barrier-free access directly from the oval to the Harborwalk. This ramp is shown on drawing GP6 included in Exhibit 1 to this report.
5. Public elevators located in the retail portions of Building F will connect all levels of parking to the canal walks and street levels. In addition, elevators in Building B or C will connect parking to the canal walks and bridge level.
6. The hotel atrium has been redesigned to provide a clear and accessible public connection from the oval to the marina and breakwater. The current hotel atrium design is shown on drawing GP6 included in Exhibit 1 to this report.





## B. Public Space

1. View corridors established by the street grid and building walls have been reinforced by the landscape design. The view corridors are shown on drawing GP11 included in Exhibit 1 to this report. Gates, paths, and trees mark and extend Farnsworth Street and the Boulevard axes to the water.
2. The trees along the Boulevard have been relocated from the center of the park to the outer sidewalks in order to open-up the view from the oval west towards downtown.
3. A large fountain with a nautical theme has been designed for the center of the oval. The fountain will be visible from old Northern Avenue and will reinforce the view corridor and harborside location of the Fan Pier. This fountain can be seen to the west of the hotel on drawing GP5 included in Exhibit 1 to this report.
4. Trees have been added around the perimeter of the oval (between Lots F and H, which Lots are shown on Exhibit 2 to this report) to reinforce the form of the space and soften the pedestrian environment.
5. A variety of paving and landscape materials (brick, patterned brick, brick and stone, crushed stone, grass, groundcover, shrubs, and seasonal plantings) will be used to differentiate and enrich the promenades, paths, and walkways throughout the project. For example, crushed stone will be used on the softer Harborwalk, patterned brick and stone on the more urban canal walks and wood decking adjacent to the marina.
6. The redesign of the waterfront park has provided for a larger central open space and a clearer definition of spaces. Continued design development and programming will integrate a variety of elements such as gardens, sculptures, fountains, and lawns for both passive and active uses.
7. A park pavilion with food service and restrooms is being considered adjacent to the Harborwalk overlook providing a year-round gathering location and pedestrian destination.

## C. Hotel

1. The hotel tower height to the top of the last occupiable floor has been lowered from the 475 feet indicated in the November, 1986 draft Development Plan to 450 feet. The tower form and silhouette have been simplified and strengthened into a more conventional shape and image.



2. The Fan Pier hotel tower has been relocated an additional 15 feet inland from the water's edge and a low base element containing active uses has been introduced in order to mitigate wind effects at the pedestrian level. The center point of the Fan Pier hotel tower is now located approximately 150 feet from the water's edge.
3. Truck service has been redesigned and internalized. All vehicle maneuvering is within the building and the presence of the facility on the street has been substantially reduced.
4. The first floor of the hotel has been redesigned to introduce restaurant, cinema and retail functions to the street level of the hotel fronting on the oval. Restaurants and retail functions continue to line the canal and marina walks. These features are shown on drawing GP6 included in Exhibit 1 to this report.
5. Refinements to the tower and base facades are the focus of ongoing design review and development.
6. Garage entry and exit ramps have been added so as to simplify and improve traffic flow.

#### D. Building Design

1. Building F has been redesigned with a more subdued image. The street walls along Pittsburgh Street, Farnsworth Street, and the Boulevard have been strengthened and the massing has become more responsive to the buildings around it. The current design for Building F is shown on drawings F7 and F8 included in Exhibit 1 to this report.
2. The arcades of Buildings B and C will be refined as part of the ongoing design review process as will the mid-block access through the old Northern Avenue buildings.

Drawings summarizing some of the design improvements listed above are attached to this report as Exhibit 1.



## VI. ADDITIONAL PIER 4 IMPROVEMENTS

In his letter to Secretary Hoyte of February 2, Director Coyle also commented on the design of the Pier 4 project. In a letter addressed to Robert Kroin and dated February 5, 1987, the Pier 4 developer responded to the issues raised by Director Coyle in his letter of February 2. A copy of this letter from the Pier 4 developer to Mr. Kroin is attached to this report as Exhibit 4. Included among the ongoing improvements to the Pier 4 schematic design submission initially presented on September 11, 1986 are refinement of the entry boulevard pavement and Northern Avenue presentation, strengthening of the East/West Harborwalk connections, and improvements to the office building massing.

## VII. FLOOR AREA RATIO

The Development Plan for the Fan Pier provides for a floor area ratio ("FAR") of 4.25 based upon the ratio of 3,102,593 square feet of proposed development (not including the cultural facility, up to 50,000 square feet of gross floor area permitted in order to allow the developer to satisfy its affordable housing commitment and parking facilities) to the Overall FAR Area as defined in the Development Plan. The Development Plan for Pier 4 provides for a FAR of approximately 4.25 based upon the ratio of 1,650,000 square feet of proposed development (not including existing restaurant, below-grade, or mechanical space) to the existing 8.9 acres of pier structure and land. A more complete discussion of the calculation of aggregate FAR'S for the Fan Pier and Pier 4 projects is provided in the Density sections of the Development Plans for the respective projects.



TABLE 1

Proposed Uses by Area

	<u>Approx. S.F. of Ground Area</u>	<u>Approx. Acres</u>	<u>Approximate Percentage of Site</u>	<u>Approx. S.F. of Gross Floor Area<sup>1</sup></u>	<u>Approx. Linear Feet</u>
<u>Site Area</u>	826,000	19.0	100%		
<u>Existing Conditions</u>					
Water	113,000	2.6	13.7%		
Land	713,000	16.4	86.3%		
<u>Developed Conditions</u>					
Water <sup>2</sup>	199,000	4.6	24%		
Land, Board- walk and Bridges	657,000	15.1	80%		
Built Footprint	294,000	6.7	36%		
Open Space Including Water	532,000	12.2	64%		
<u>Uses</u>					
Residential				826,730	
Office				1,405,760	
Hotel				667,909	
Retail				172,088	
Cultural				110,000	
Parking will include 2,500 spaces					





TABLE 1

Proposed Uses by Area (cont'd.)

	<u>Approx. S.F. of Ground Area</u>	<u>Approx. Acres</u>	<u>Approximate Percentage of Site</u>	<u>Approx. S.F. of Gross Floor Area<sup>1</sup></u>	<u>Approx. Linear Feet</u>
<u>Open Space</u>					
Harborwalk <sup>3</sup>	102,000	2.34	12.3%		3,780
Waterfront Park	40,000	.92	4.8%		
Harborwalk Overlook	6,000	.14	.7%		
Breakwater	5,000	.11	.6%		220
Oval	32,000	.73	3.9%		
Landscaped Park	6,000	.14	.7%		
Docks					3,700
Canal and Other Open Water	199,000	4.6	24.1%		
Other Open Space	142,000	3.3	17.2%		
<u>Open Space Totals</u>					
Harborwalk and Associated Spaces <sup>4</sup>	153,000	3.5	18.5%		4,000
Total Open Space	532,000	12.2	64%		

<sup>1</sup> In order to permit the developer to satisfy its affordable housing commitment, and subject to the BRA's design review approval, the residential and office uses may be increased in the aggregate by no more than 50,000 square feet of gross floor area. Any increase in Table C uses will result in a concomitant increase in the developer's linkage contribution.



Notwithstanding the foregoing increases in square footage, the FAR for the Project as a whole shall not exceed 4.25 and the FAR for the commercial and office retail components of the Project shall not exceed 2.25, both as said FAR's are established in the Proposed Densities section of the Development Plan for Planned Development Area No. 23. As set forth in said section, the gross floor area constructed to satisfy the developer's Affordable Housing Commitment is not included in the computation of the FAR.

<sup>2</sup> Excludes water under breakwater and boardwalk. Includes navigable water under canal bridges.

<sup>3</sup> Including canal walks and boardwalk.

<sup>4</sup> Including Harborwalk, canal walks, boardwalk, waterfront park, Harborwalk overlook and breakwater.



TABLE 2

PROPOSED USES AND DIMENSIONS OF MAJOR STRUCTURES

<u>Lot</u>	<u>Building Height (feet)<sup>1</sup></u>	<u>Principal Uses on Lot</u>	<u>Gross Floor Area of Buildings on Lot<sup>2</sup></u>
A	325	Office Retail	494,590 15,570
B	122	Office Retail	169,630 21,700
C	122	Office Retail	159,930 13,610
D	334	Office Retail	581,610 42,280
E	110	Cultural	110,000 <sup>3</sup>
F	220	Residential Retail	426,520 44,000
G	188	Residential Retail	250,460 10,420
H	131	Residential	149,750
Hotel	450	Hotel Retail	667,909 24,508

<sup>1</sup> Heights given are measured to the top of the highest occupiable floor of each building. In order to permit the developer to meet its affordable housing commitment, and subject to the BRA's design review approval, the height of the buildings located on lots A, B, C and D may be increased by no more than 25 feet and the heights of the buildings located on lots F, G and H may be increased by no more than 30 feet.

<sup>2</sup> Each gross floor area figure presented is subject to an increase of up to 10% provided such increase is accompanied by a corresponding reduction in the gross floor area indicated on another lot in the Project which gross floor area on another lot in the Project is dedicated to the same principal use. In order to permit the developer to meet its affordable housing commitment, and subject to the BRA's design review approval, the buildings on Lots A, B, C, D, F, G, and H may be increased in the aggregate by no more than 50,000 square feet of gross floor area. Any increase in office uses will result in a concomitant increase in the developer's linkage contribution.

Notwithstanding the foregoing increases in square footage, the FAR for the Project as a whole shall not exceed 4.25 and the FAR



for the commercial and office retail components of the Project shall not exceed 2.25 both as said FAR's are established in the Proposed Densities section of the Development Plan for Planned Development Area No. 24. As set forth in said section, the gross floor area constructed to satisfy the developer's Affordable Housing Commitment is not included in the computation of the FAR.

<sup>3</sup> Includes approximately 3,000 square feet devoted to uses related to an adjacent docking space.





TABLE 3

Uses by Area

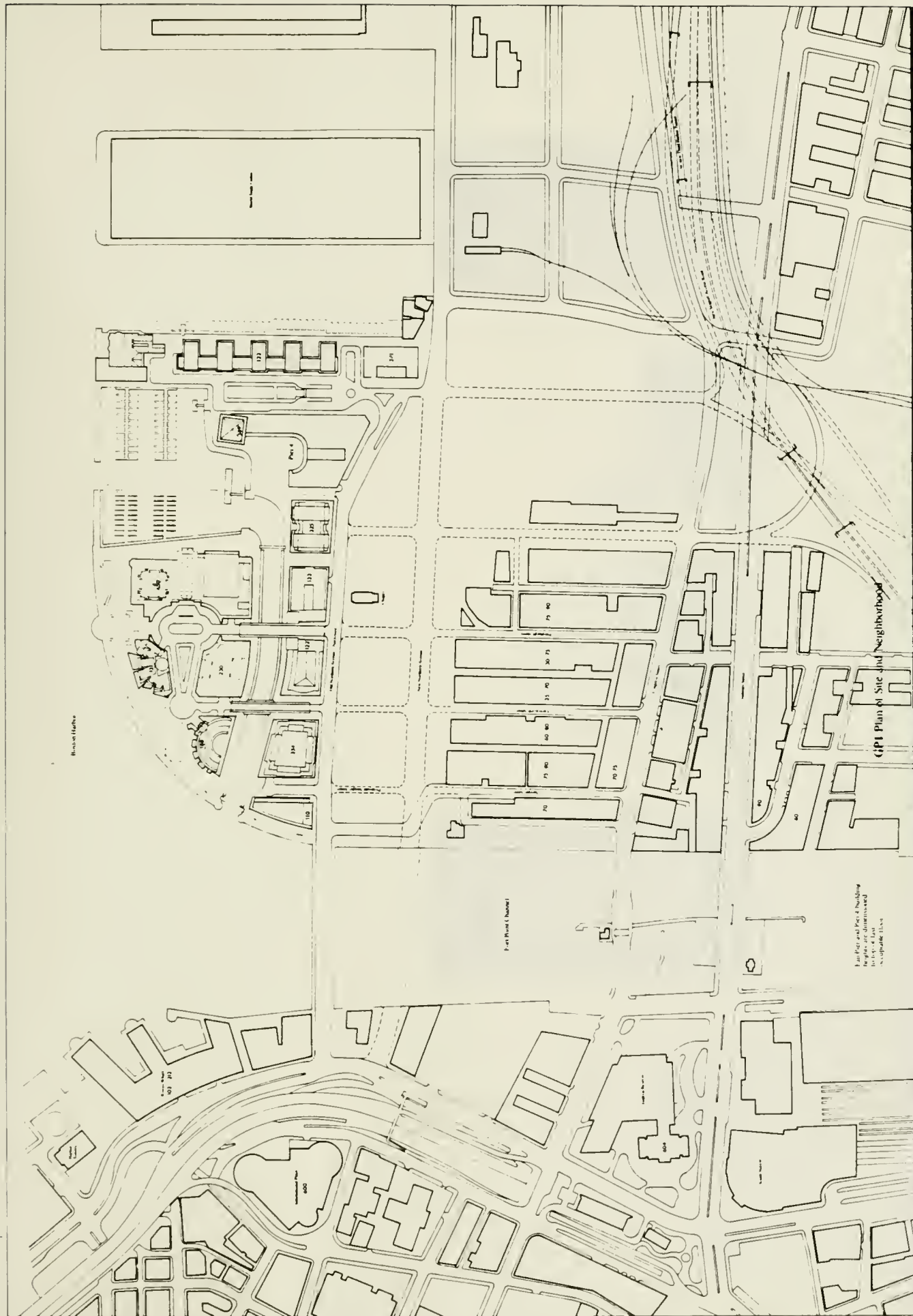
<u>Existing Conditions</u>	<u>Approx. Sq. Feet</u>	<u>Approx. Acres</u>	<u>Percentage of Existing Land</u>
Total Site	712,832	16.4	
Existing Water	326,838	7.5	
Existing Land	385,994	8.9	
 <u>Developed Conditions</u>			
Built Footprint	166,230	3.8	43%
Open Space	219,764	5.1	57%
 <u>Uses</u>			
Residential	728,740		
Hotel	269,831		
Office	571,890		
Retail	79,351		
Parking (below grade; calculated to provide 2,650 spaces)	1,094,000		
 <u>Open Space</u>			
Plaza on Marina	41,000	.9	19%
Sidewalks including Harborwalk	74,000	1.7	34%
Entry Court Pool	16,000	.4	7%
Landscaped Areas	16,000	.4	7%
Roadways	<u>73,000</u>	<u>1.7</u>	<u>33%</u>
Open Space Total	220,000	5.1	100%



EXHIBIT 1

FAN PIER DRAWINGS



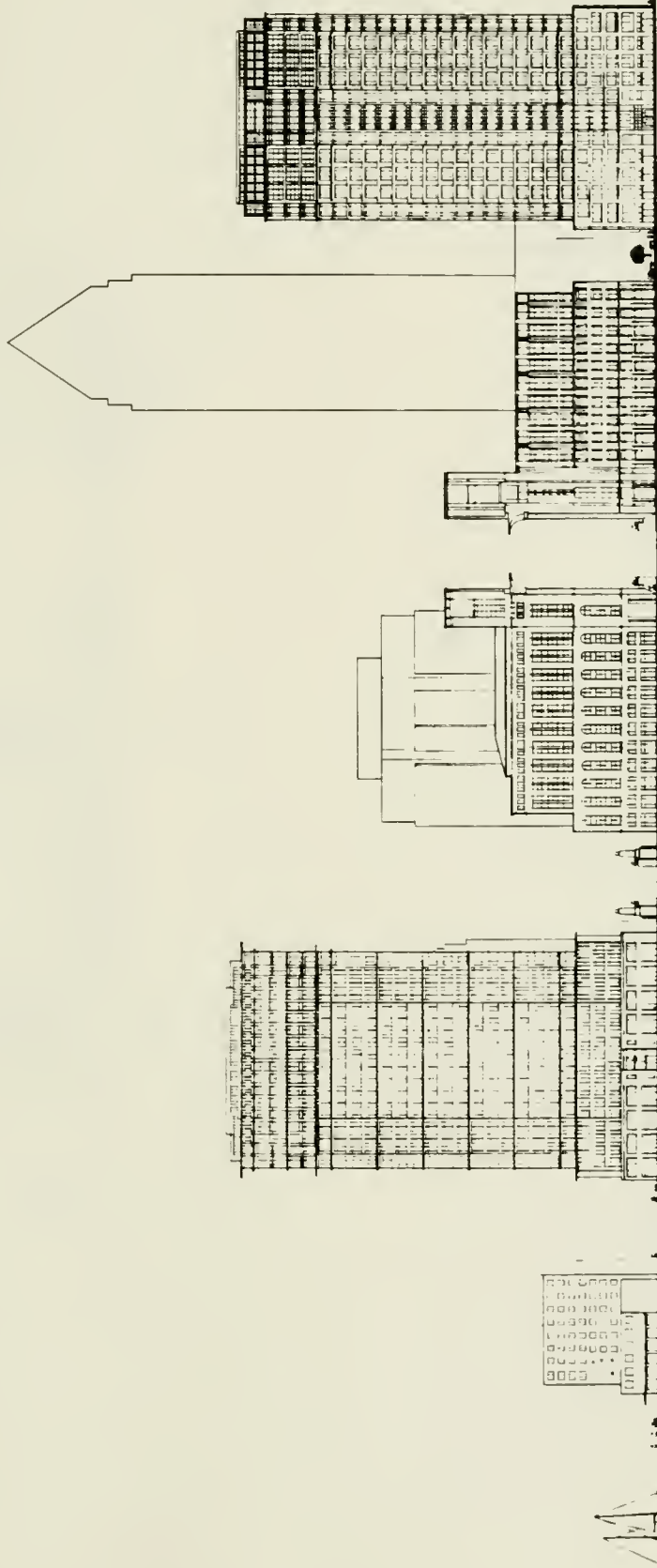


**BOSTON FAN PIER MASTERPLAN**

1987

Center Public & Association





GP2 Northern Avenue Elevation

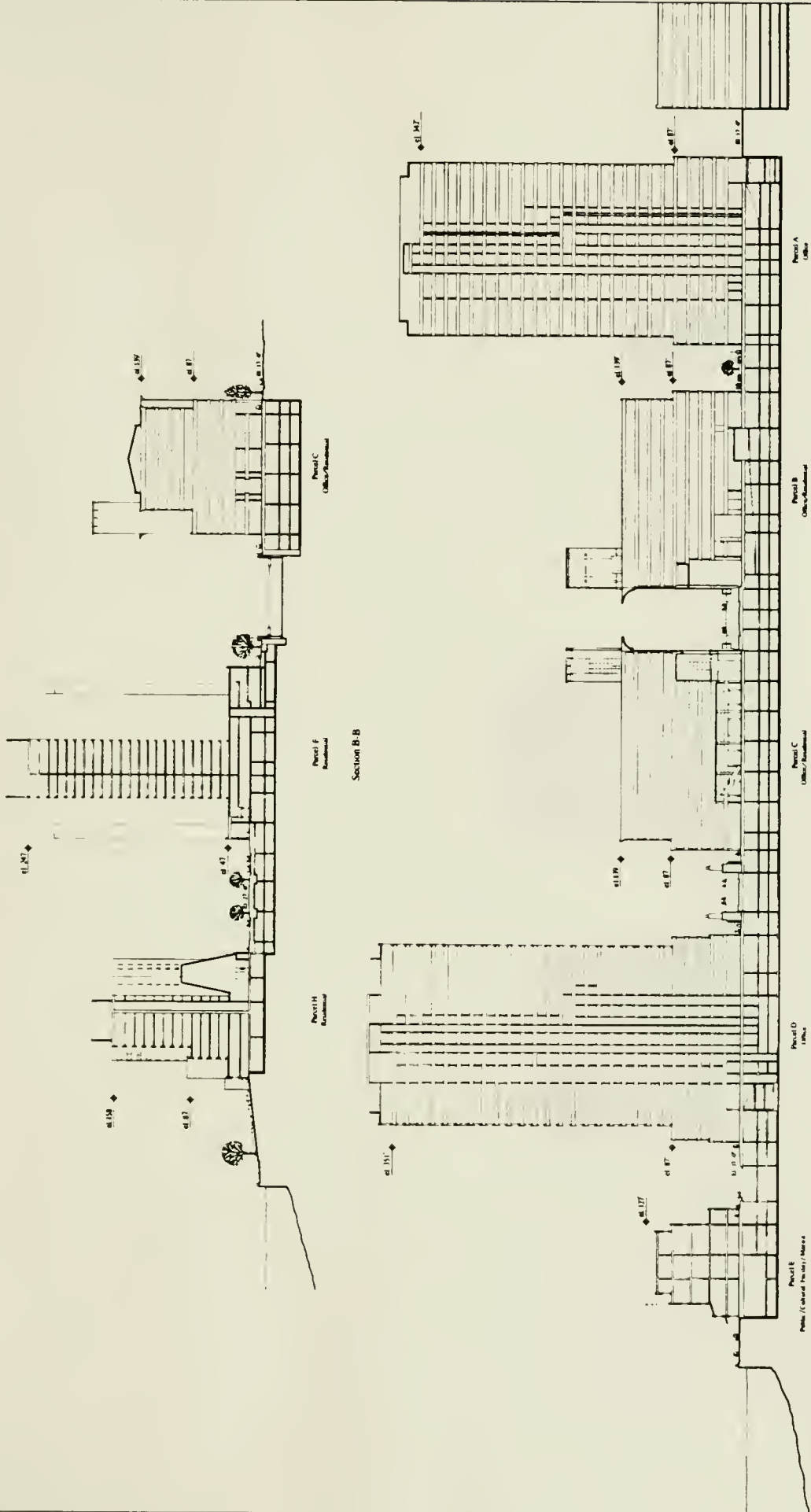
**BOSTON FAN PIER MASTERPLAN**

HBC Associates

Cesar Pelli & Associates







GP3 Site Sections

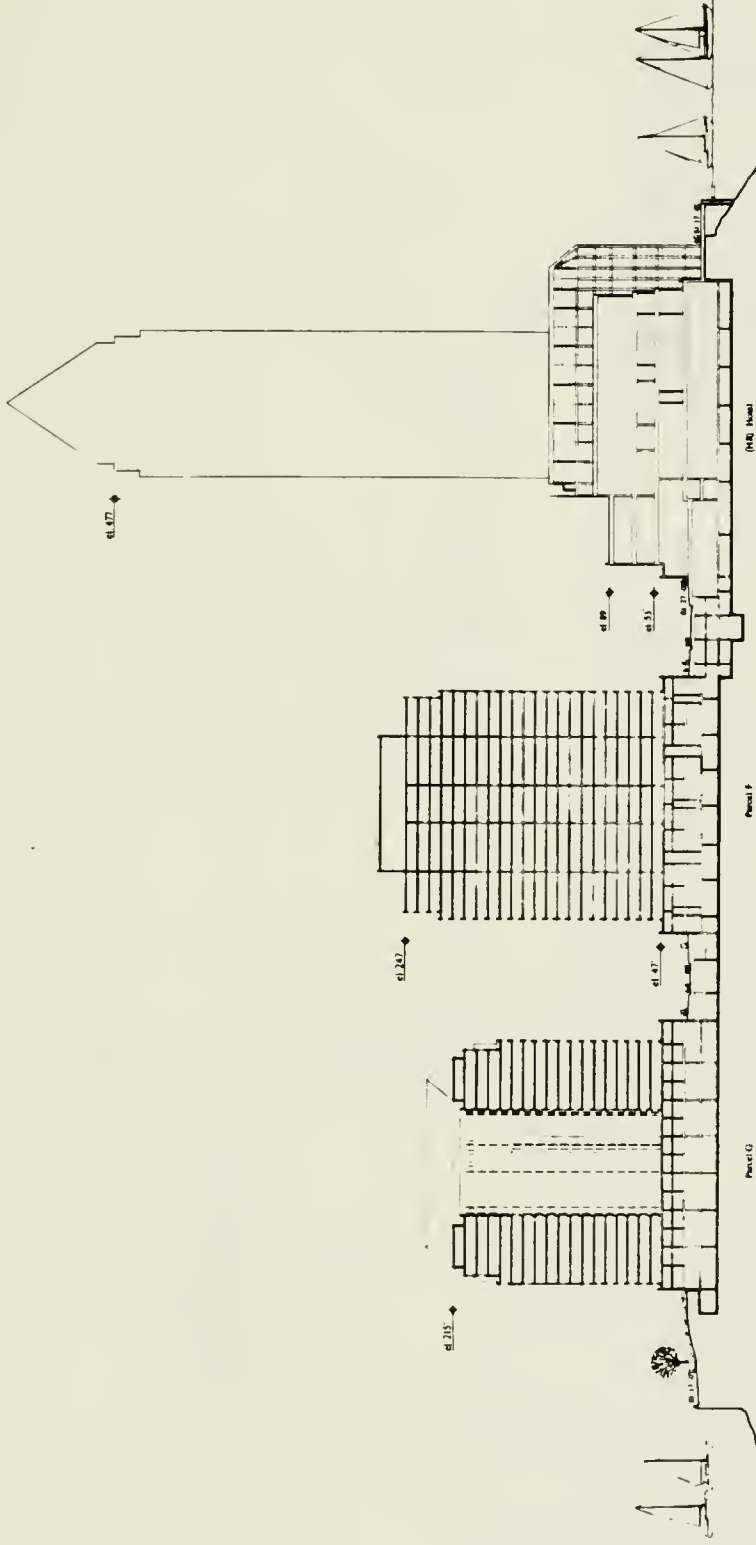
BOSTON FAN PIER MASTERPLAN

IBBC Associates

Casey Hill & Associates

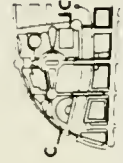






Section C-C

GM4 Site Section



BOSTON FAN PIER MASTERPLAN

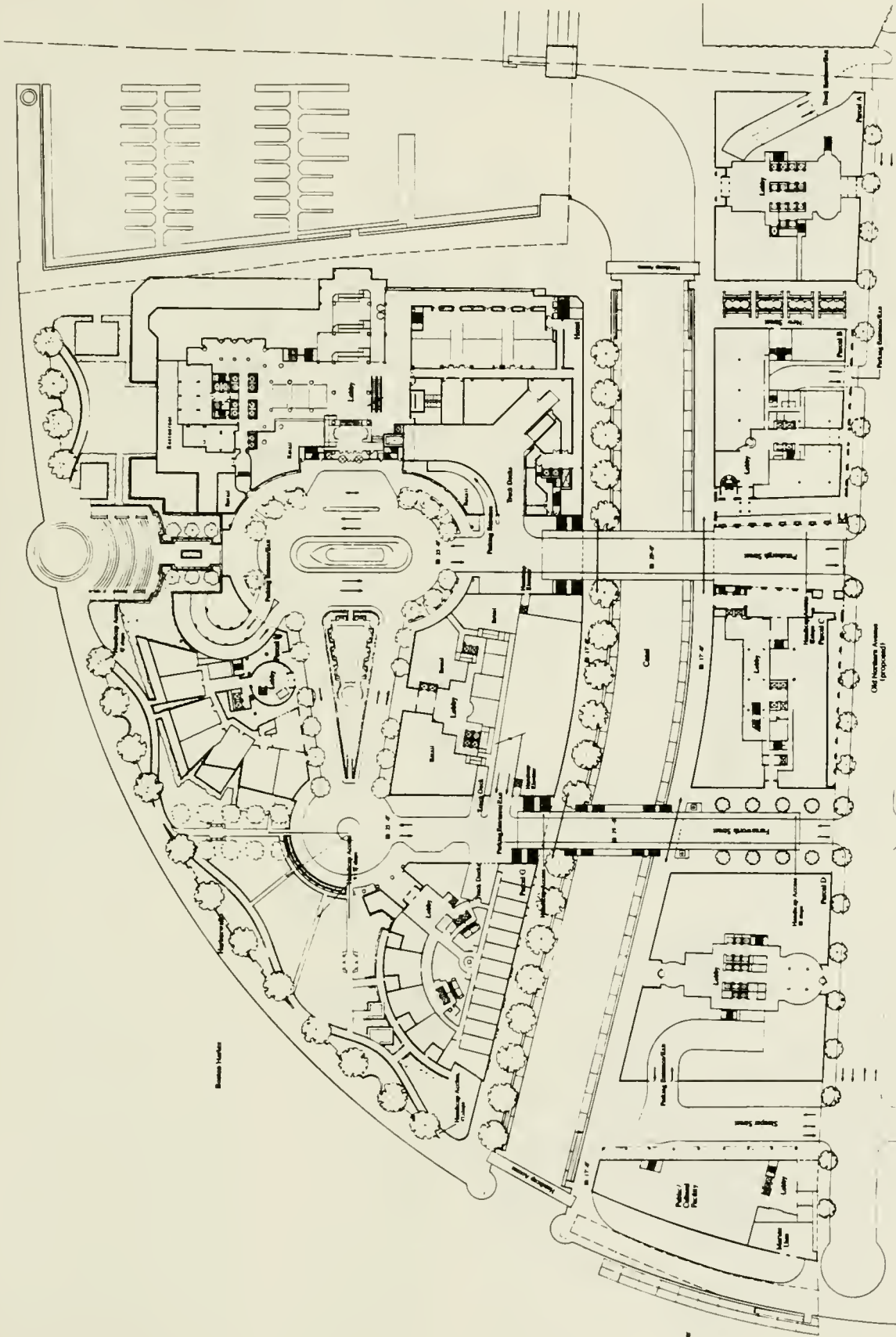
HOK ASSOCIATES

Coast Piers & Associates









GP6 Site Access and Circulation

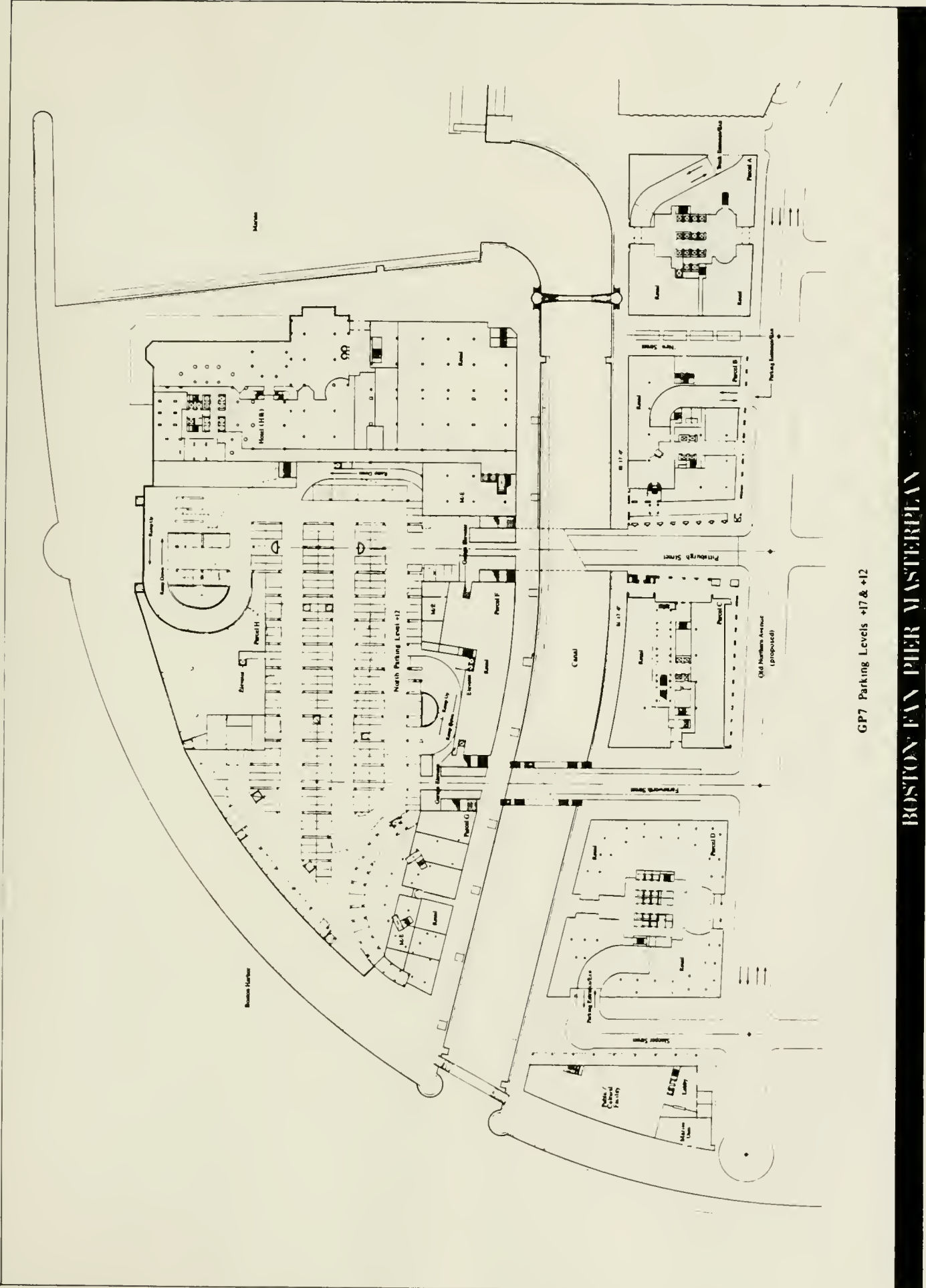
# BOSTON FAN PIER MASTERPLAN

HBK Associates

Commercial Water  
 Mainline Services  
 Foot Print Channel



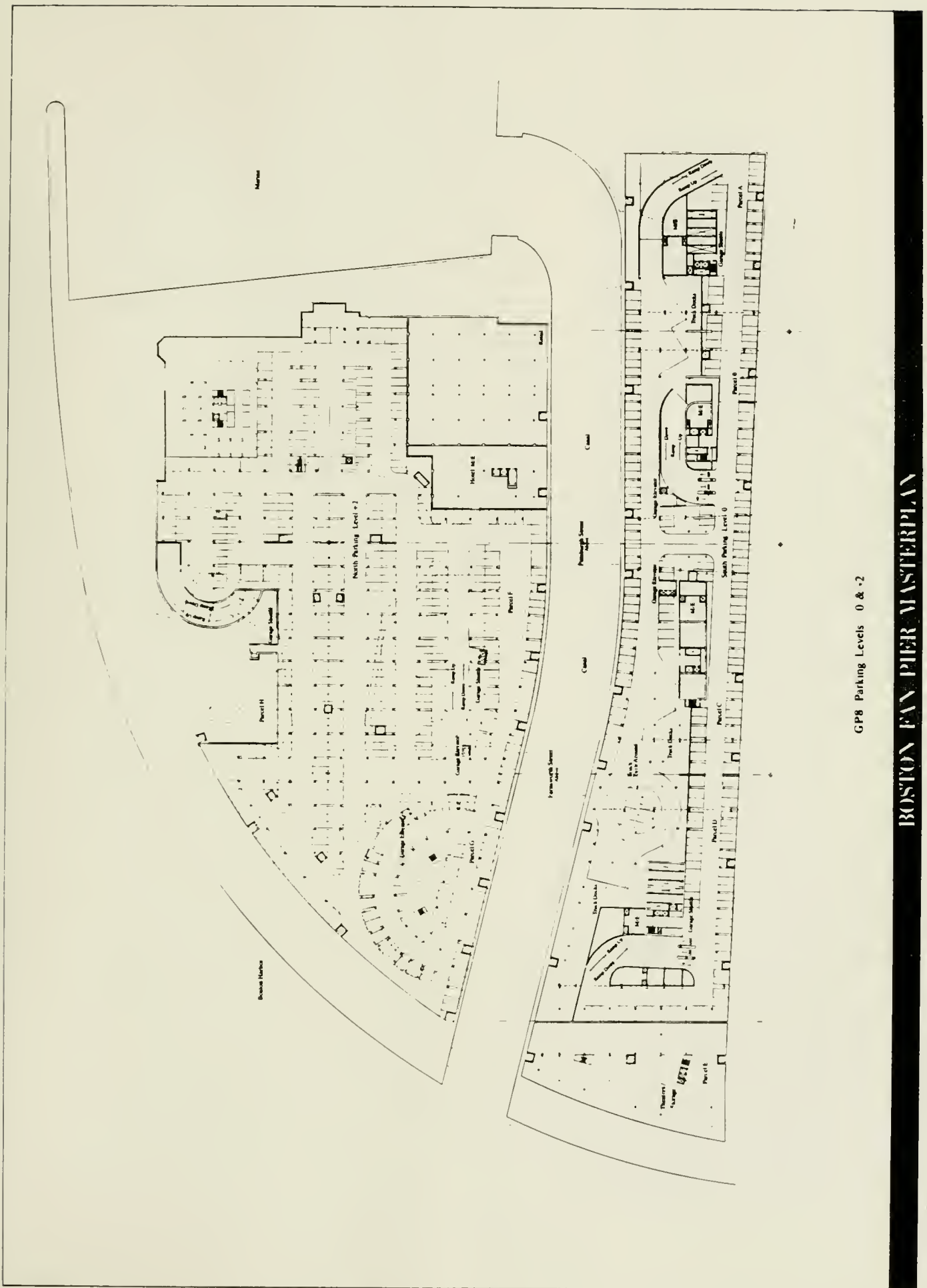




GP7 Parking Levels +17 & +12

BOSTON FAN PIER MASTERPLAN

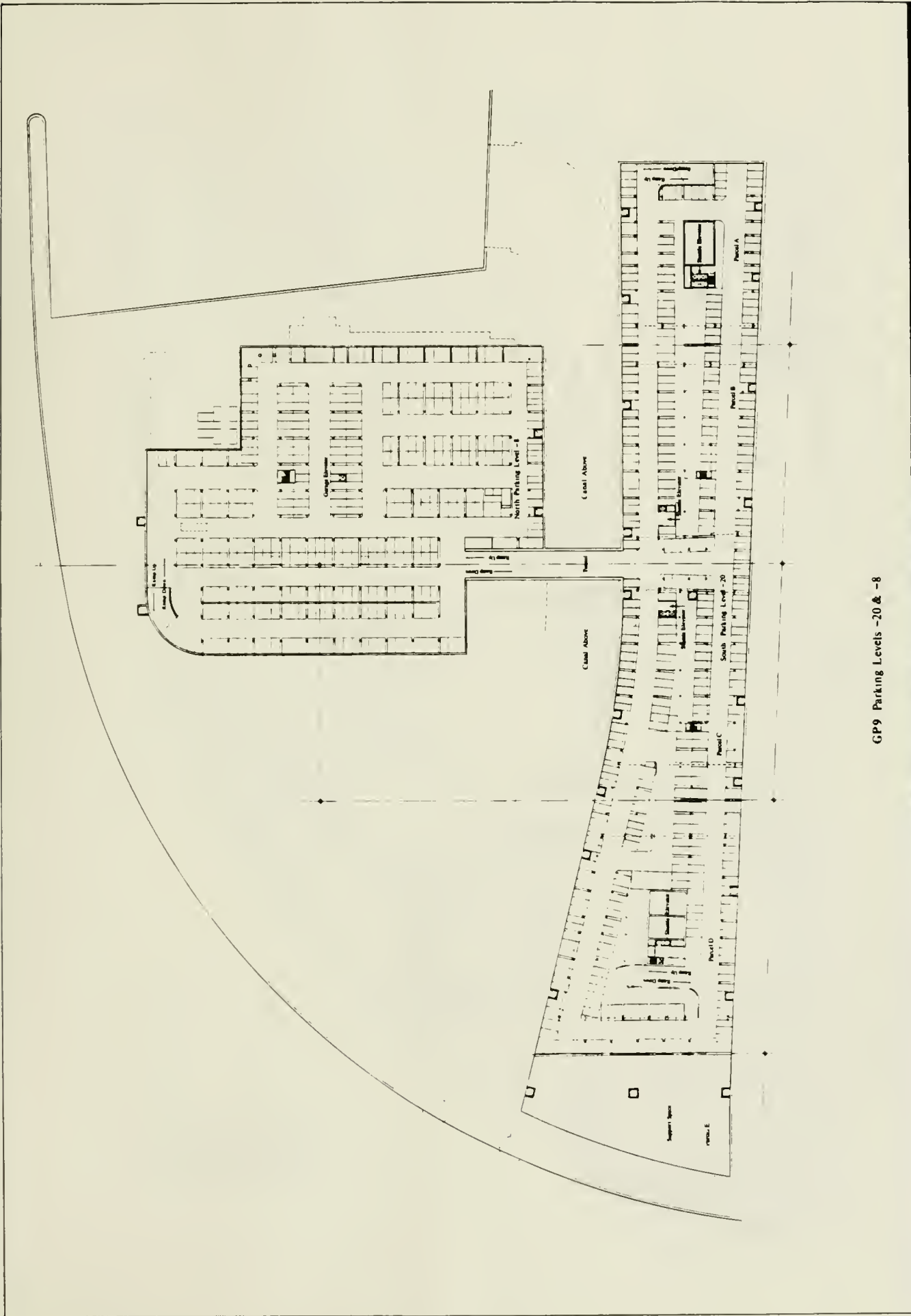




GP8 Parking Levels 0 & +2

BOSTON FAN PIER MASTERPLAN



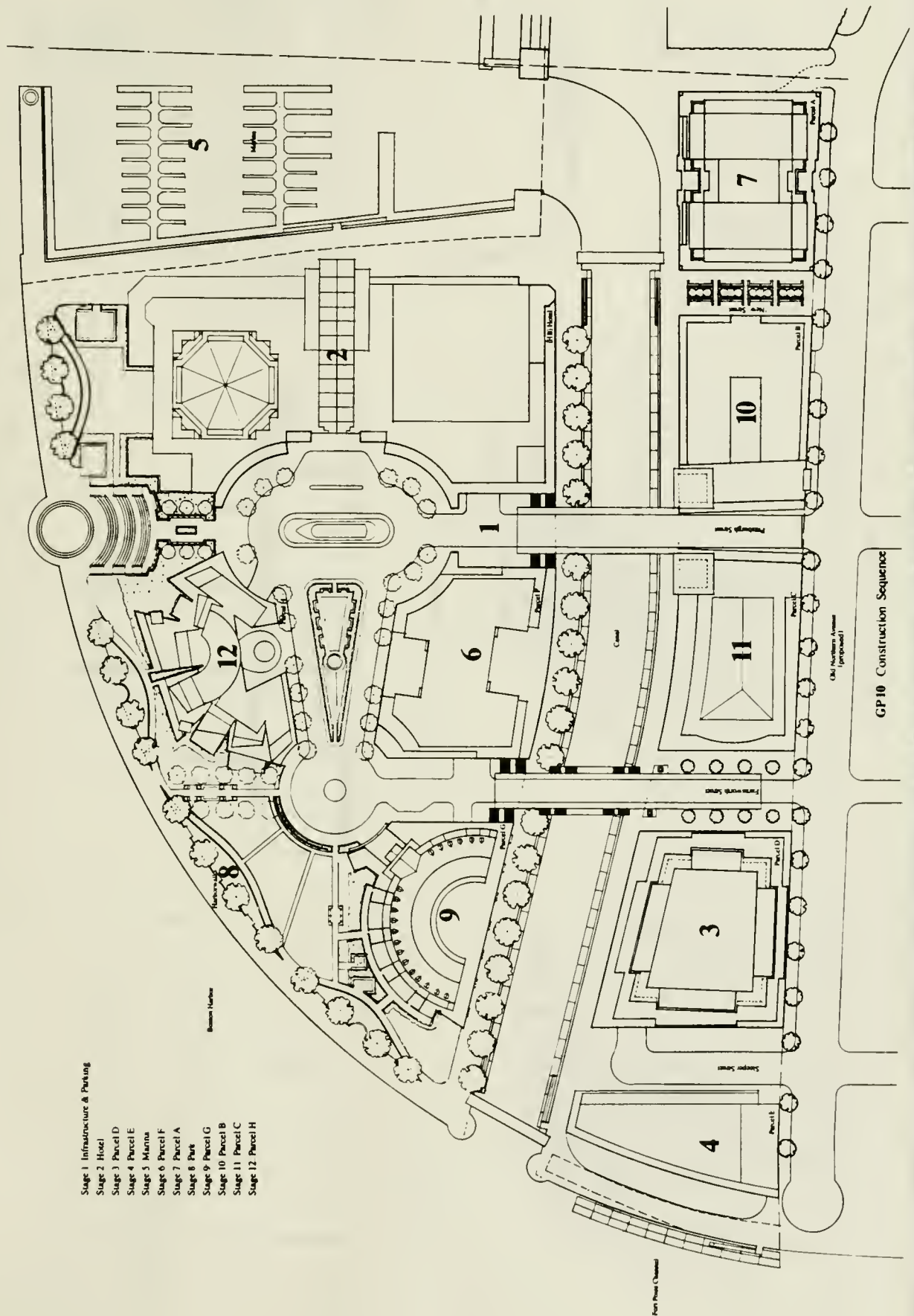


GP9 Parking Levels -20 & -8

BOSTON FAN PIER MASTERPLAN



- Stage 1 Infrastructure & Parking
- Stage 2 Hotel
- Stage 3 Parcel D
- Stage 4 Parcel E
- Stage 5 Marina
- Stage 6 Parcel F
- Stage 7 Parcel A
- Stage 8 Park
- Stage 9 Parcel G
- Stage 10 Parcel B
- Stage 11 Parcel C
- Stage 12 Parcel H

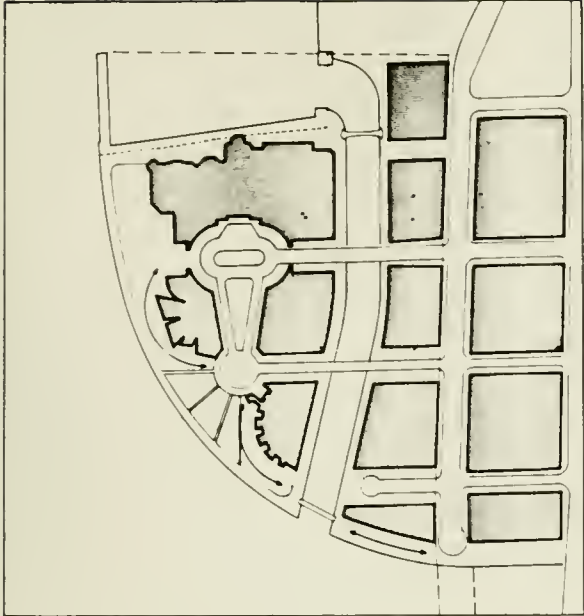


GP10 Construction Sequence

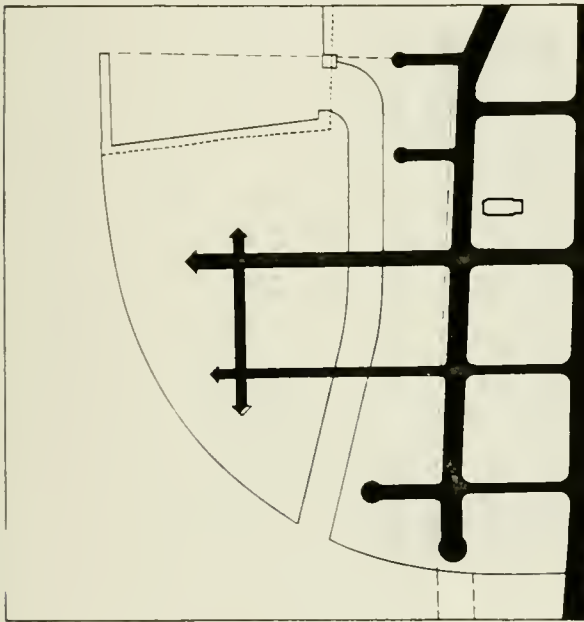
# BOSTON FAN PIER MASTERPLAN



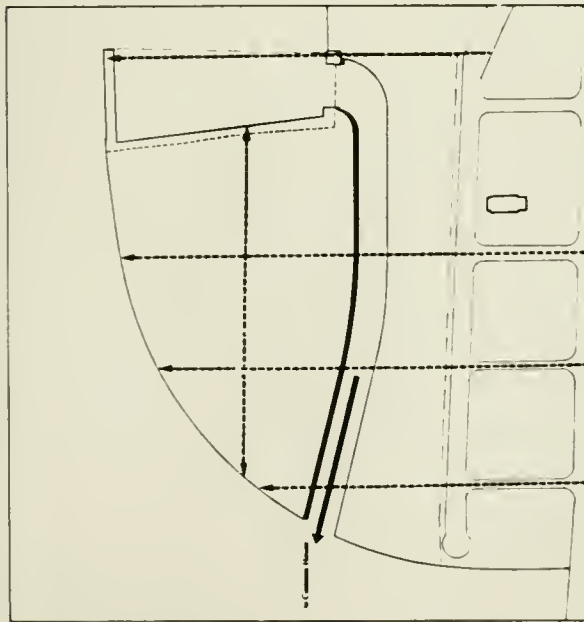




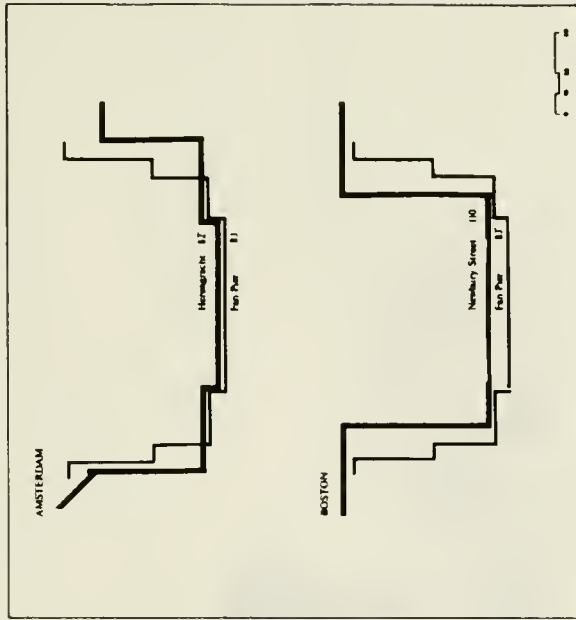
Buildings Reinforce Walker's Edge and Street Grid



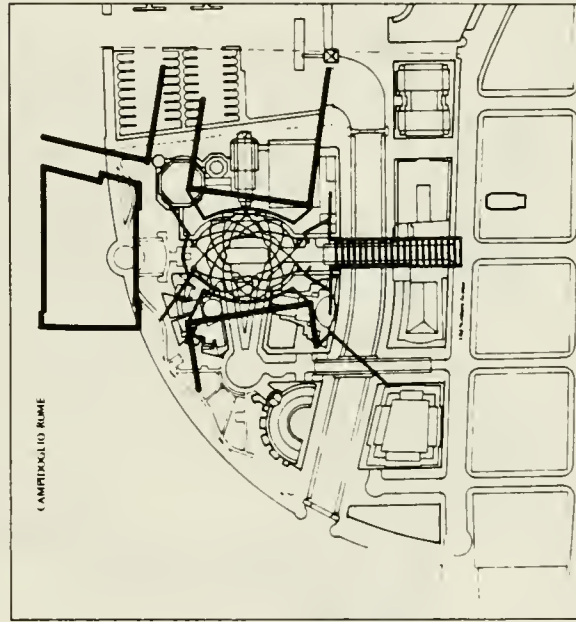
Extension of Street Grid



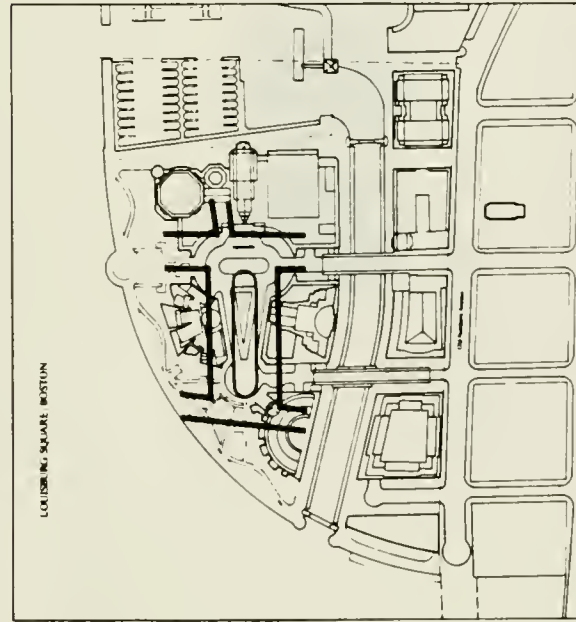
Establishment of View Corridors



Canal Comparison



Plaza Comparison



Park Comparison

GPII Site Organization and Comparisons

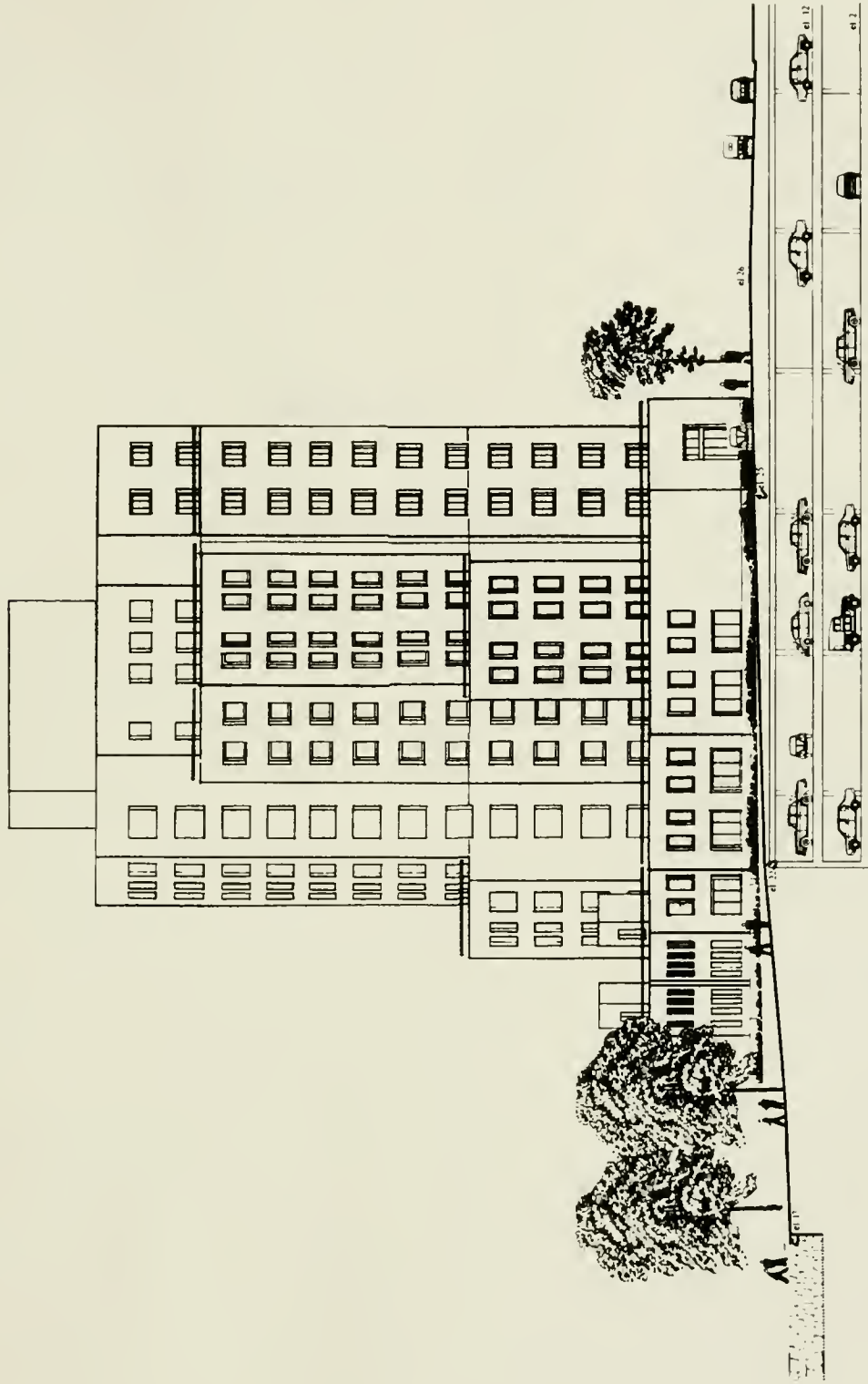
BOSTON FAN PIER MASTERPLAN

HOK ASSOCIATES

Center Field & Associates

March 4, 1987





GP12 Harborwall Section

BOSTON FAN PIER MASTERPLAN



EXHIBIT 2

FAN PIER PARCELIZATION





PROPOSED PARCELS  
 BOSTON, MA  
 FAN PIER

DATE: 1-1-84  
 SCALE: 1" = 100'  
 SHEET: 7 OF 11

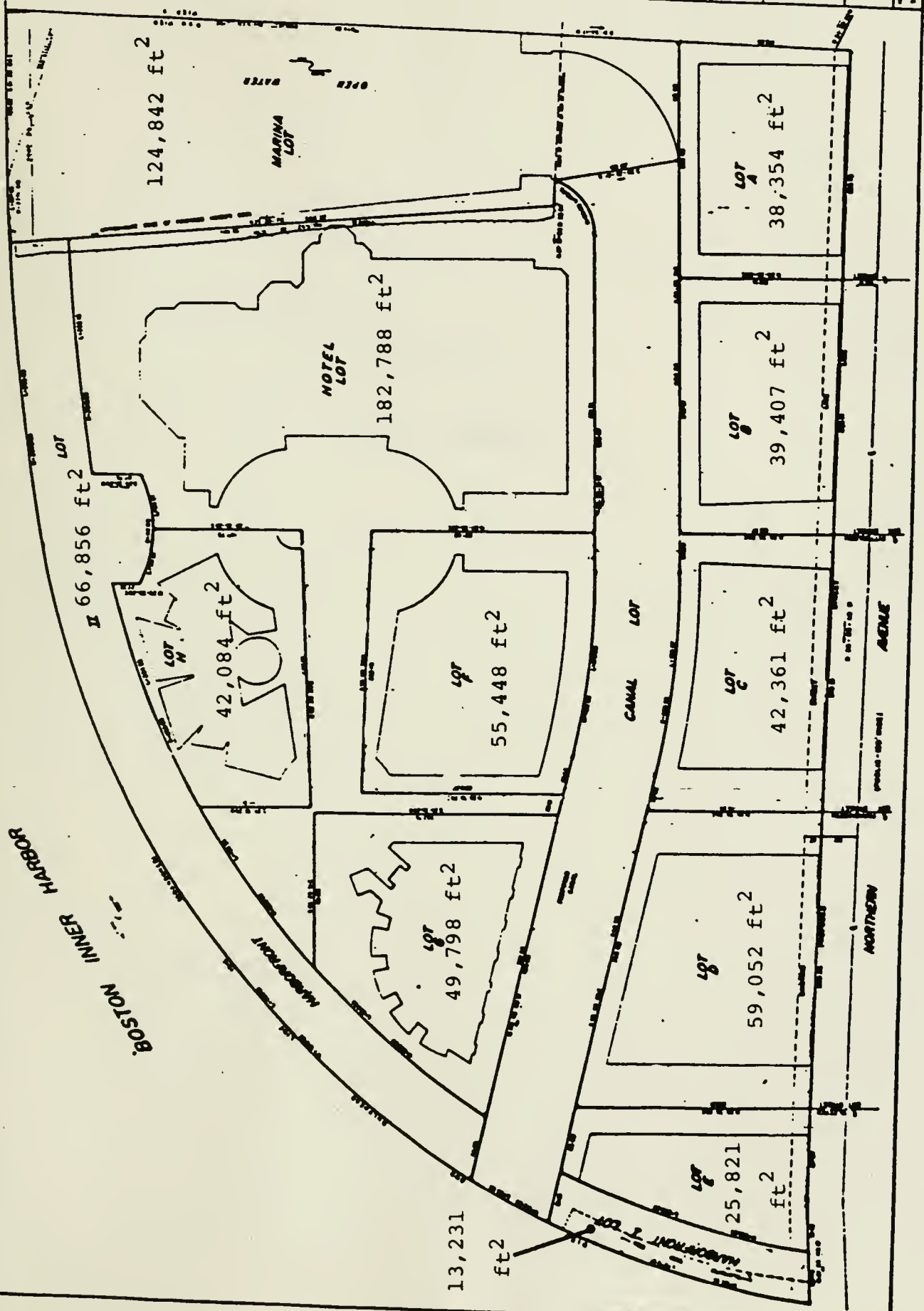


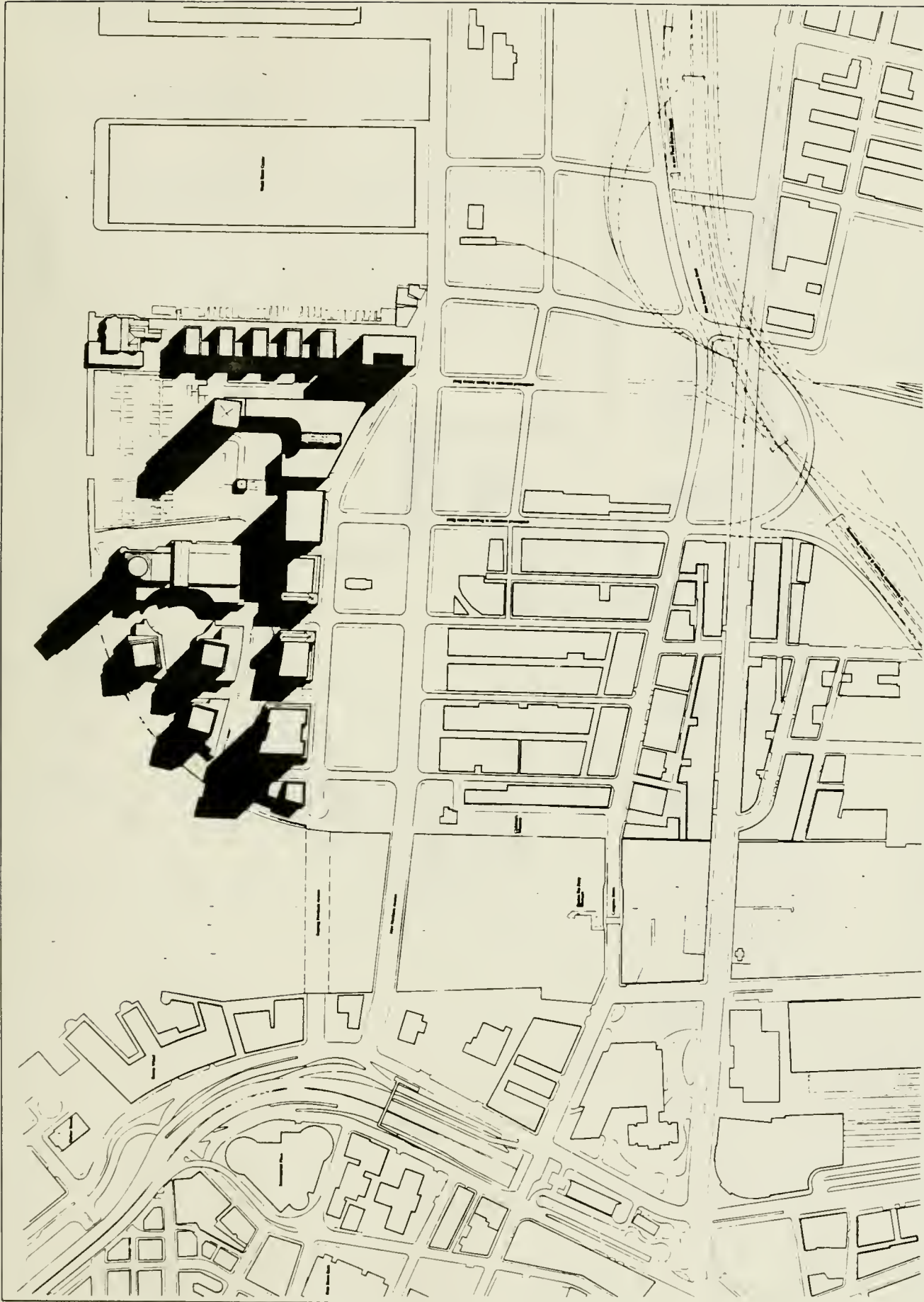




EXHIBIT 3

PIER 4 DRAWINGS





A-1

AREA PLAN

BOSTON MARINER COMPANY, DEVELOPERS

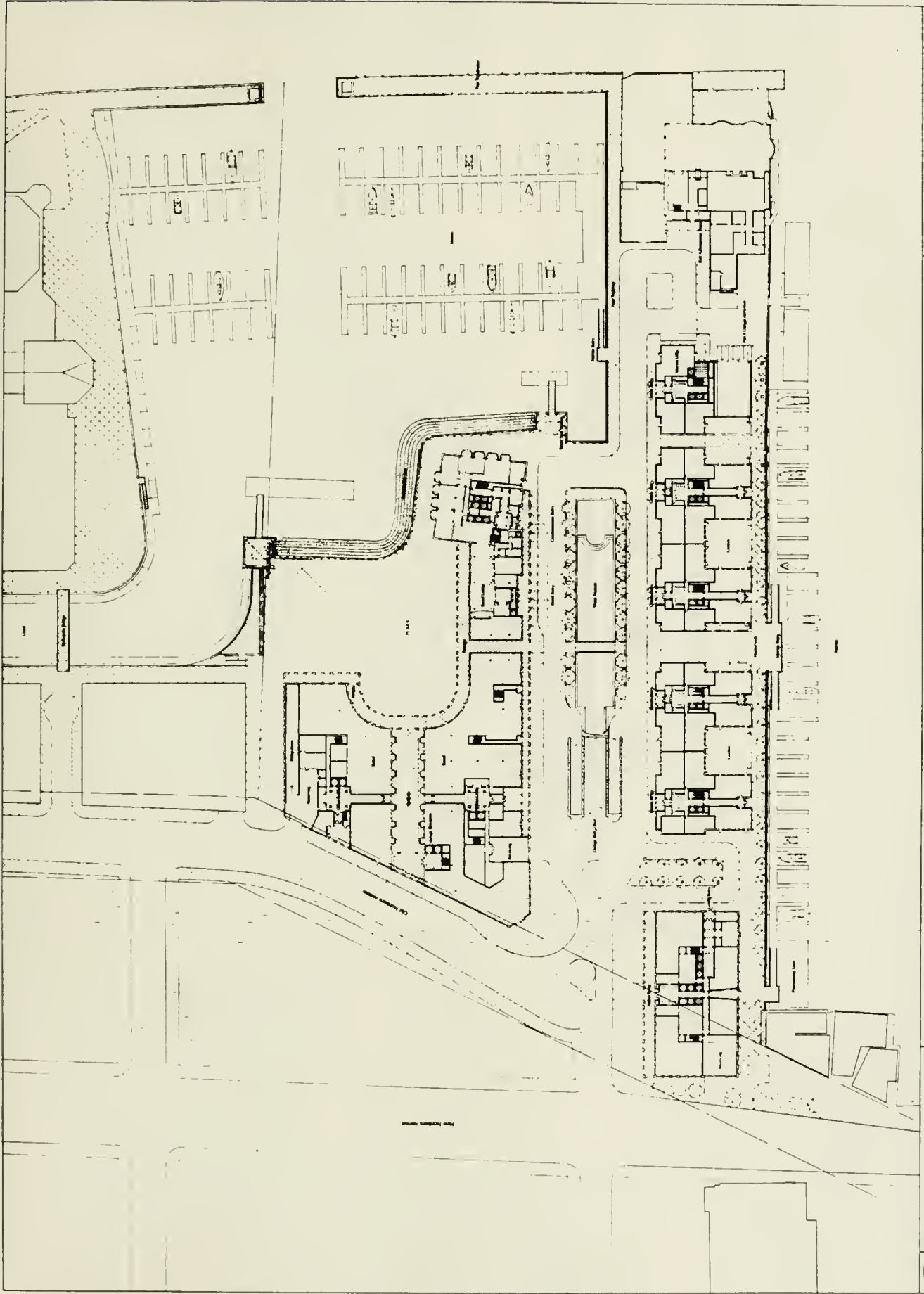
PIER 4 BOSTON

KALLMANN, MCKINNELL & WOOD, ARCHITECTS

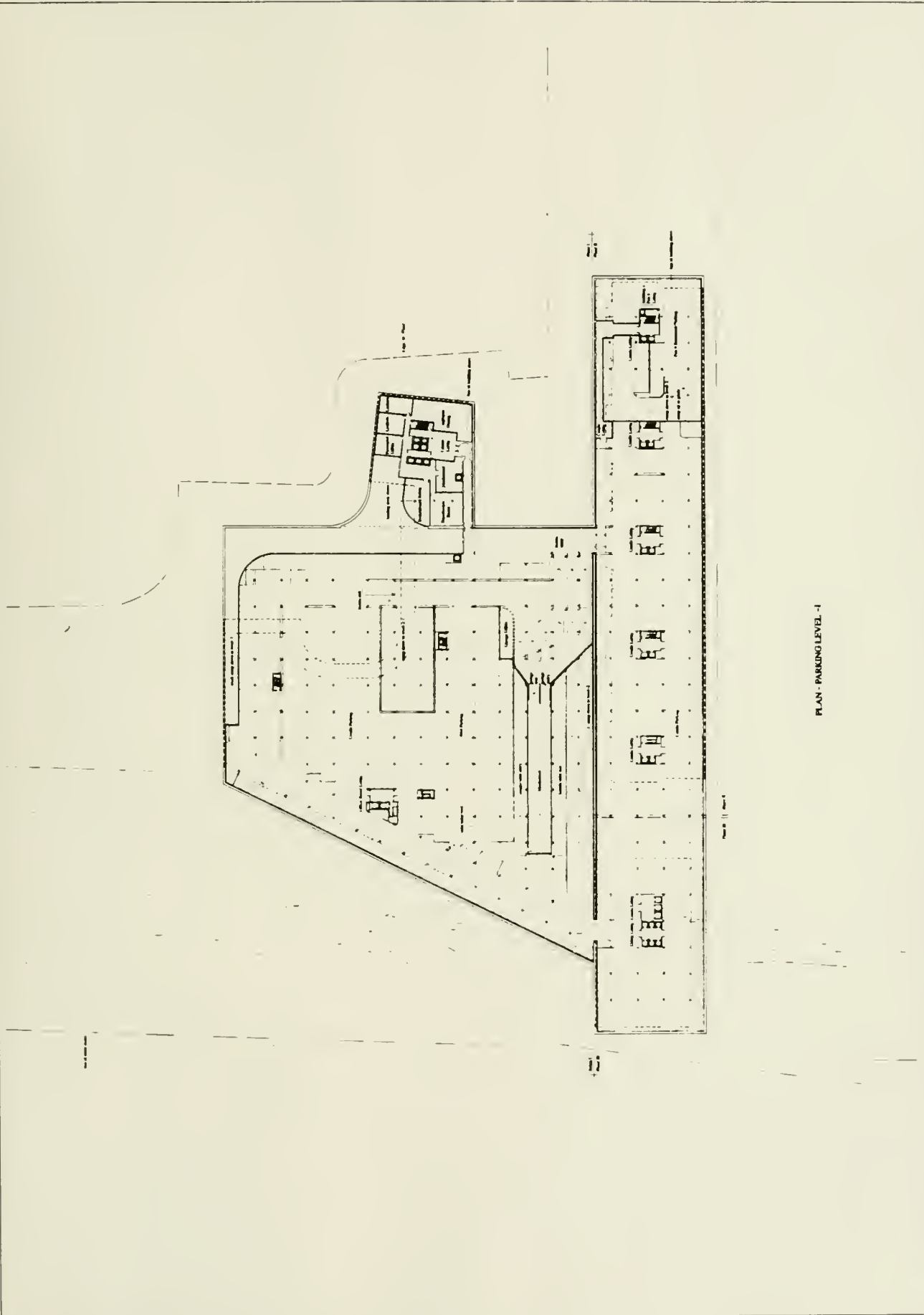
SEPTEMBER 1, 1964







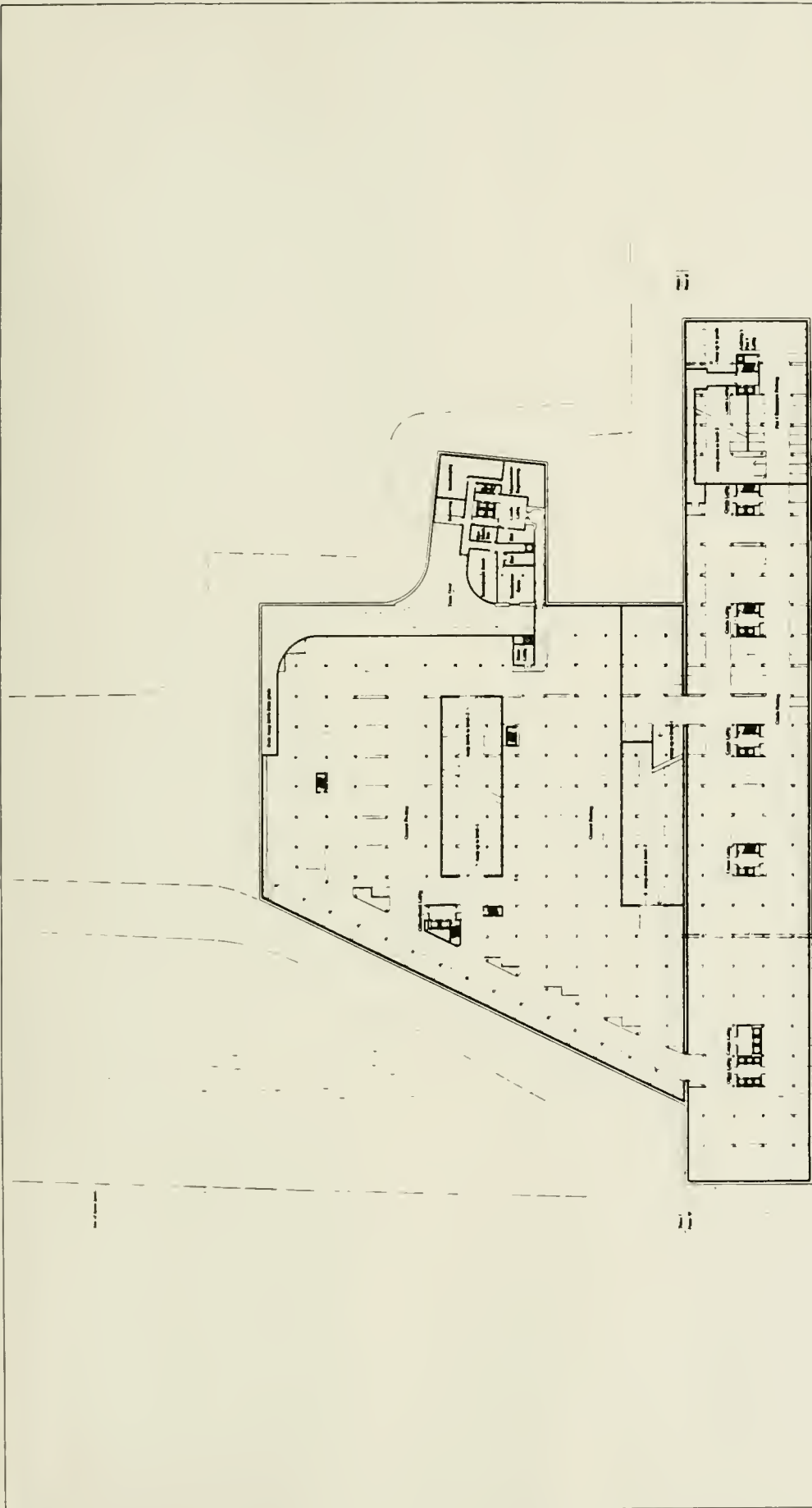




PLAN - PARKING LEVEL -1







PLAN - PARKING LEVEL - 2

KALLMANN MCKINNELL & WOOD, ARCHITECTS

BOSTON MARINER COMPANY, DEVELOPERS

PIER 4 BOSTON

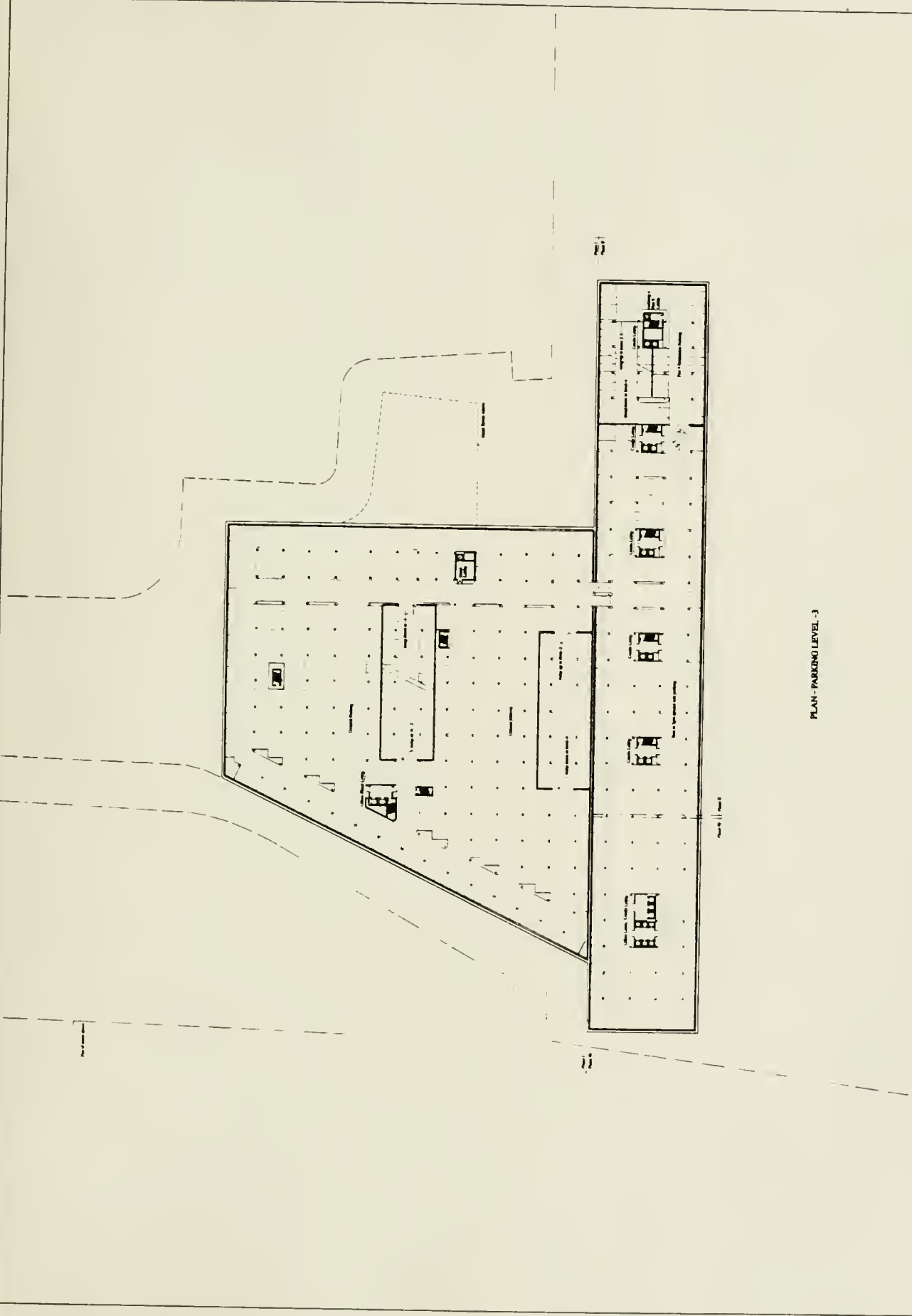
PLAN - PARKING LEVEL 2

A-4

SEPTEMBER 1988







PLAN - PARKING LEVEL -3



SCALE: 1/8" = 1'-0"

DATE: 11/11/11

KALLMANN, McKINNELL & WOOD ARCHITECTS

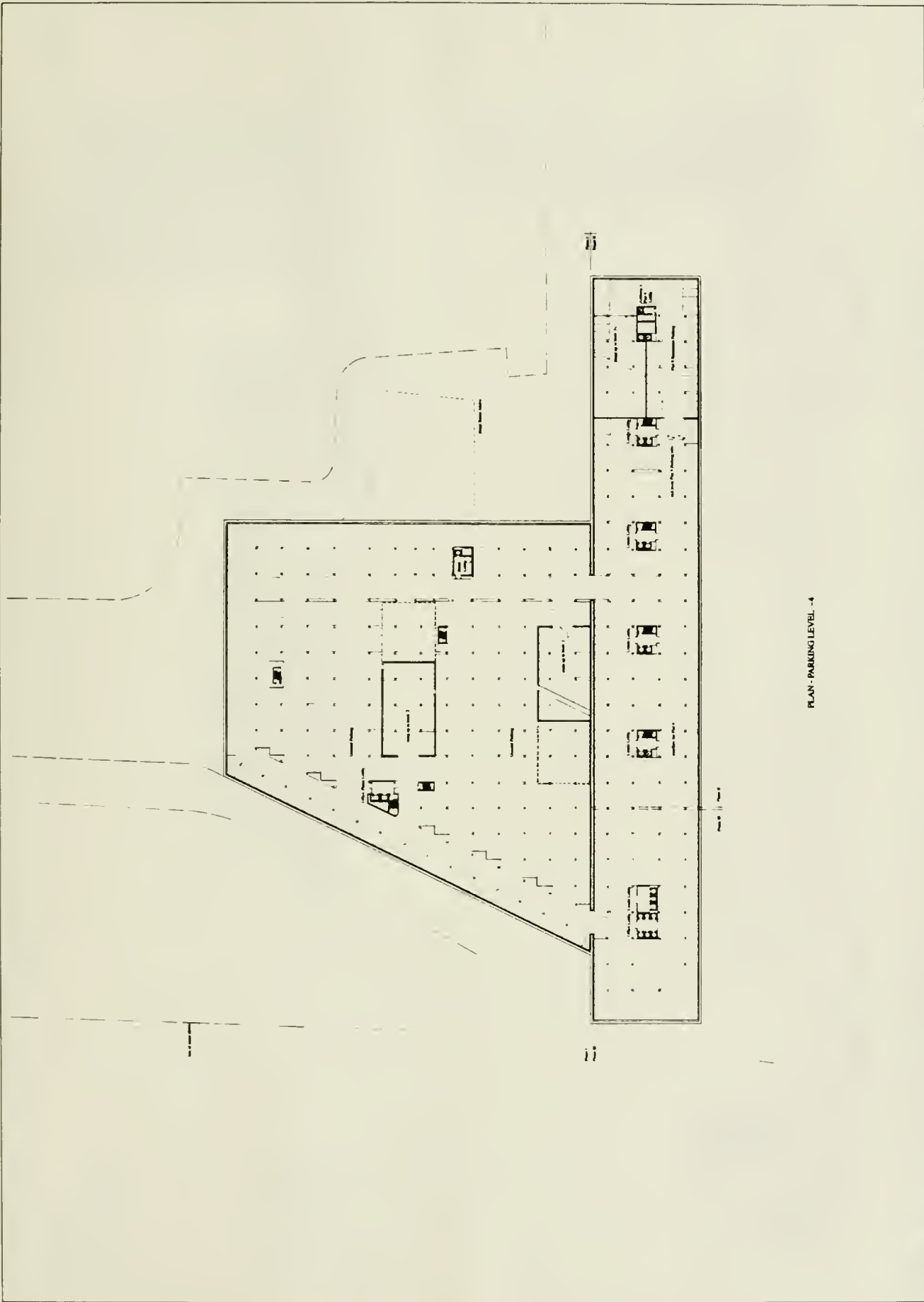
PIER 4 BOSTON

BOSTON MARINER COMPANY, DEVELOPERS

PLAN - PARKING LEVEL -3

A-5





PLAN - PARKING LEVEL -4

KALLEMANN MCKINNELLI & WOOD ARCHITECTS

PIER 4 BOSTON

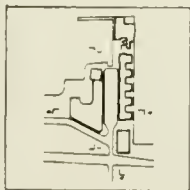
BOSTON MARINER COMPANY, DEVELOPERS

PLAN - PARKING LEVEL -4

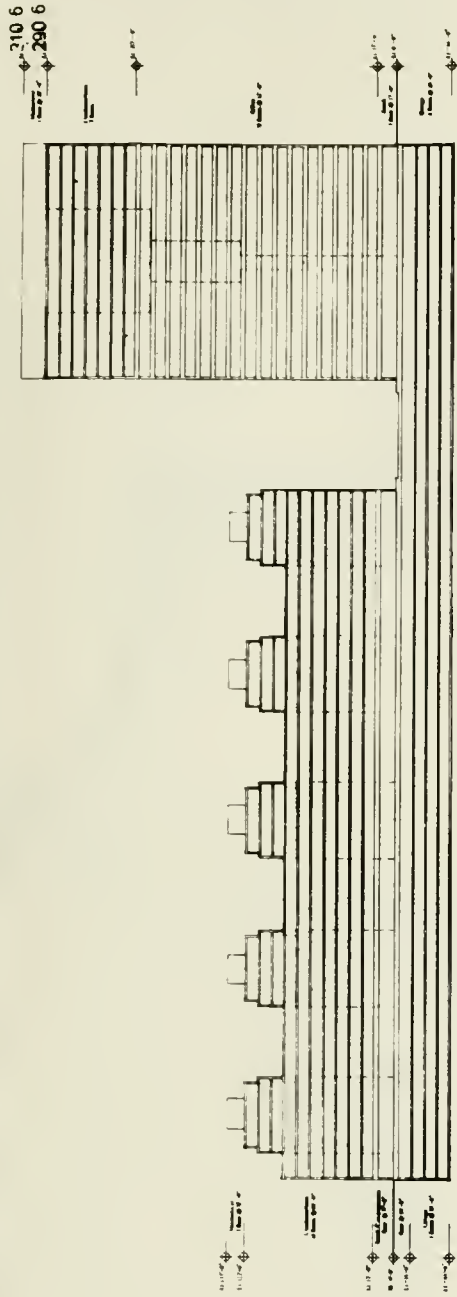
A-6



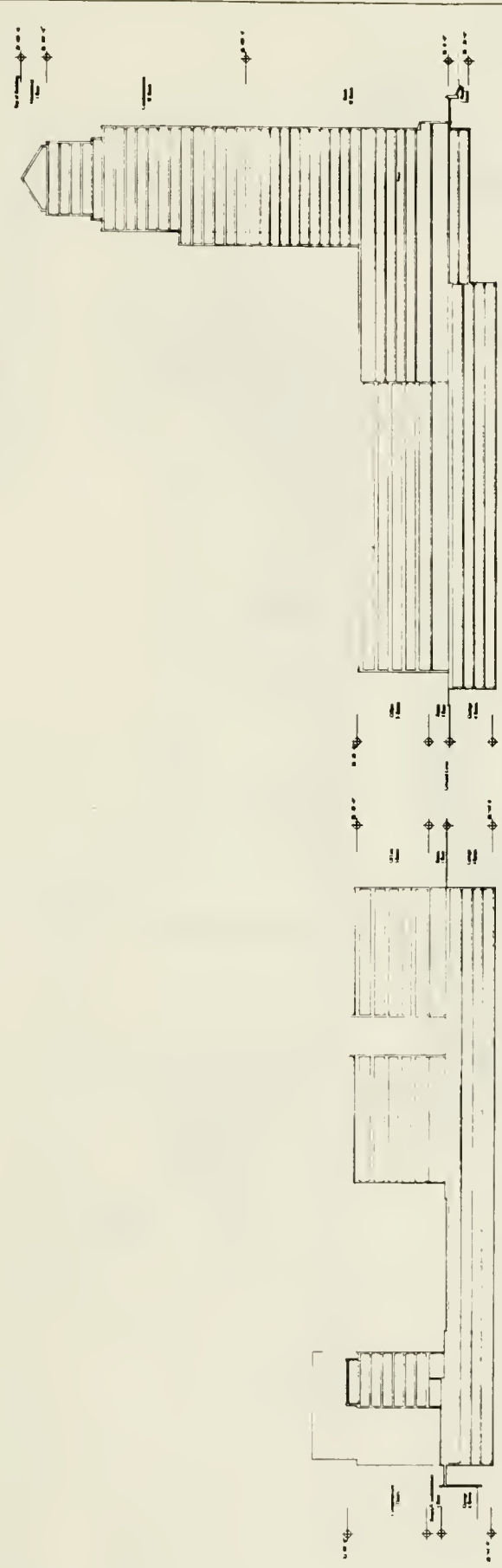




OFFICE	_____
HOTEL	_____
CONGRUMINIUM	_____
RETAIL	_____
GARAGE	_____



A LONGITUDINAL SECTION THROUGH PHASE II/III



C LONGITUDINAL SECTION THROUGH PHASE I



B TRANSVERSE SECTION THROUGH PHASE I



DATE: 11/11/01

KALLMANN, McKINNELL & WOOD, ARCHITECTS

PIER 4 BOSTON

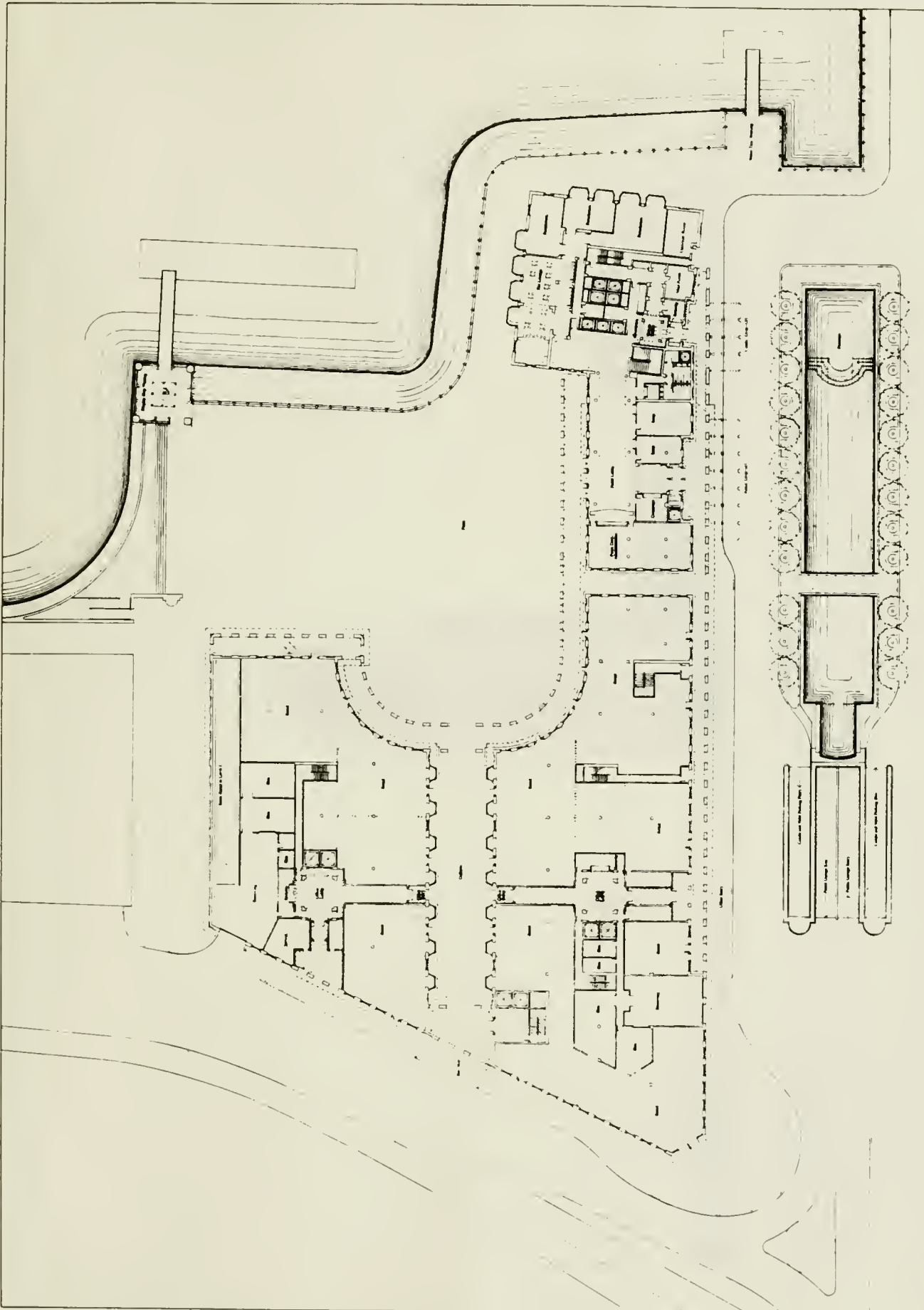
BOSTON MARINER COMPANY, DEVELOPERS

PROGRAMMATIC SECTIONS

A7







NOT TO SCALE

KALLMANN, MCKINNELL & WOOD ARCHITECTS

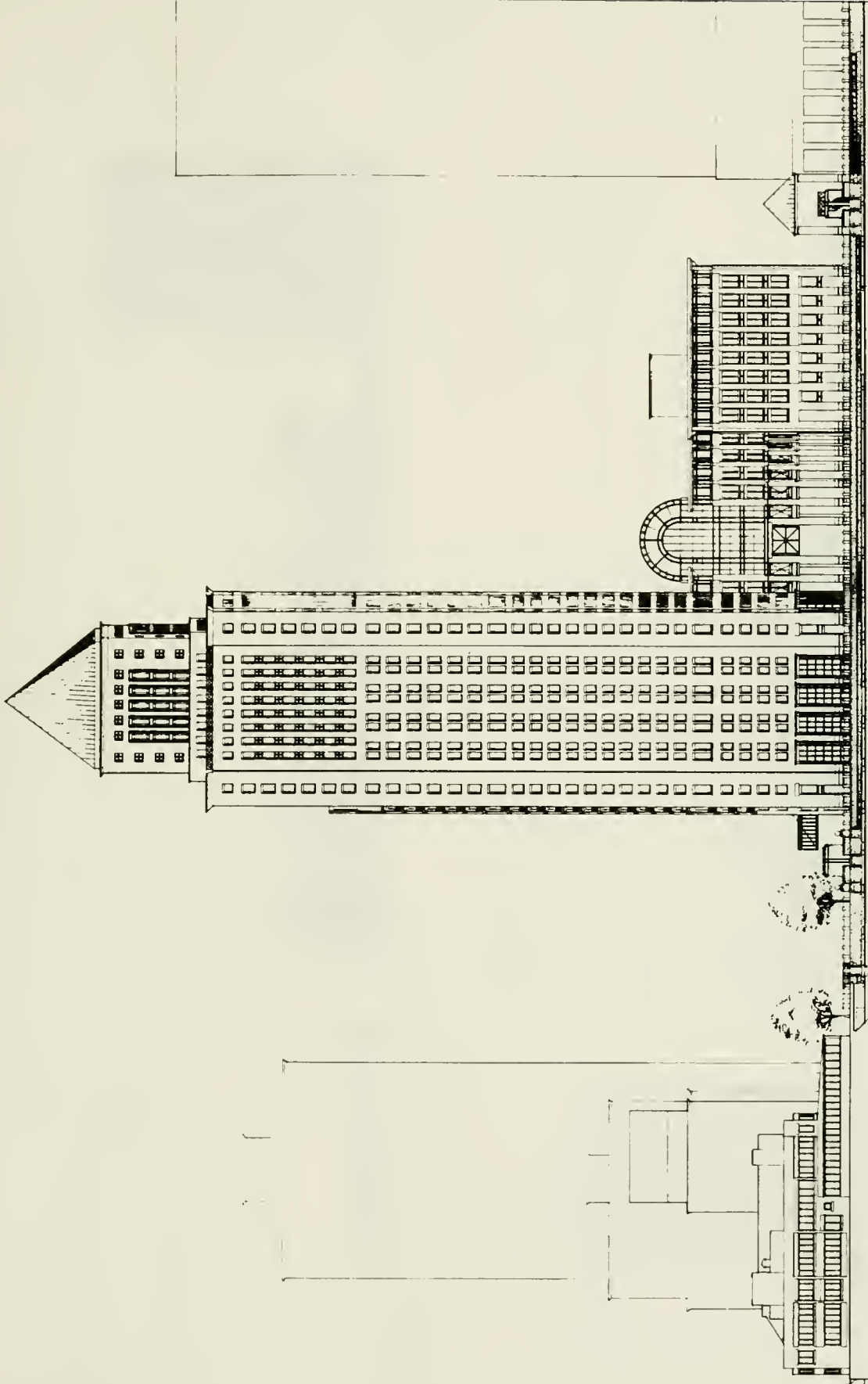
PIER 4 BOSTON

BOSTON MARINER COMPANY, DEVELOPERS

PLAN LEVEL

A-8





A-21

ELEVATION FROM THE HARBOR

BOSTON MARINER COMPANY, DEVELOPERS

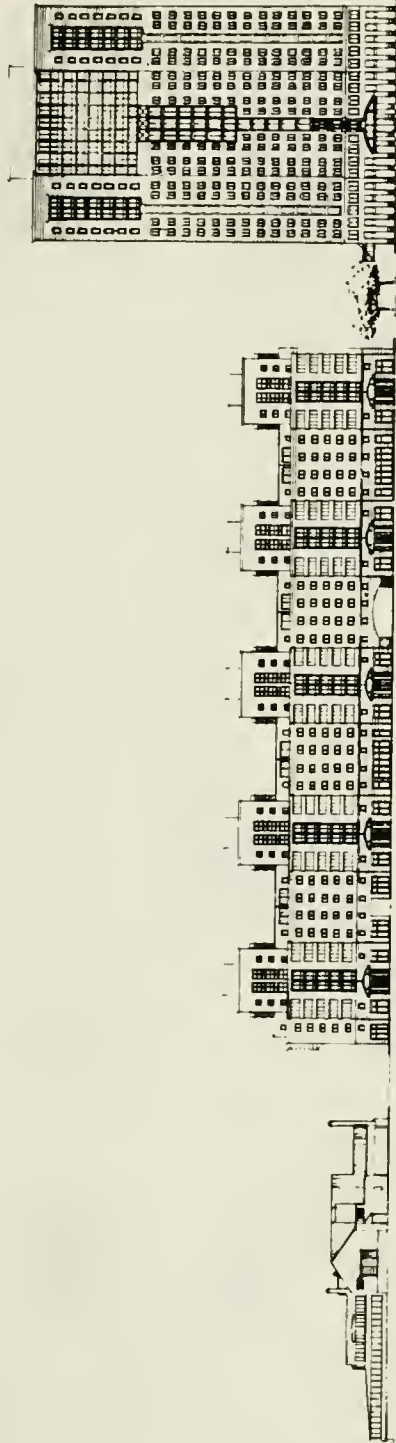
PIER 4 BOSTON

KALLMANN, MCKINNELL & WOOD, ARCHITECTS

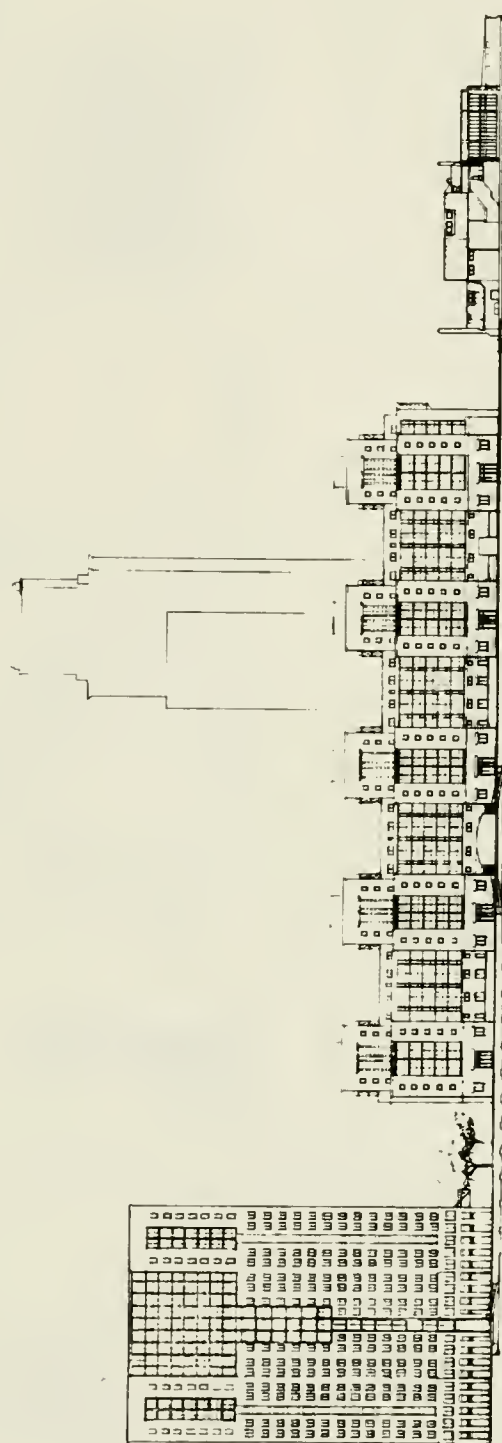
APRIL 1967







ELEVATION FROM ENTRY COURT



ELEVATION FROM WATER'S EDGE



VERTICAL SCALE

KALLMANN, MCKINNELL & WOOD, ARCHITECTS

PIER 4 BOSTON

BOSTON MARINER COMPANY, DEVELOPERS

PHASE 0 & 1 ELEVATIONS

A-25



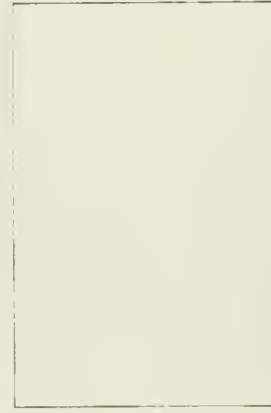
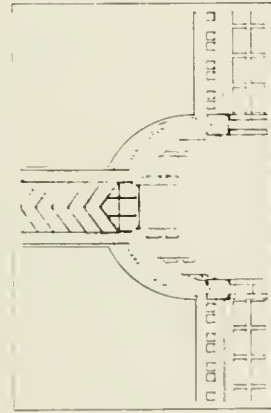
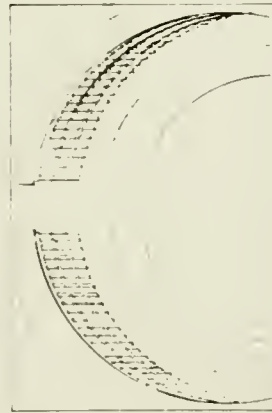
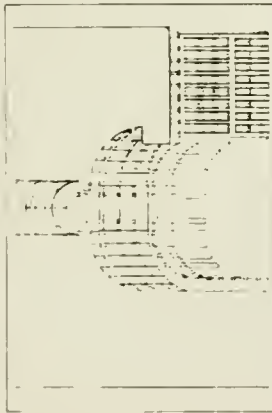
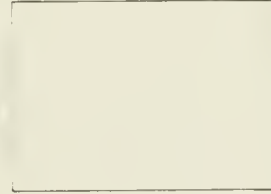
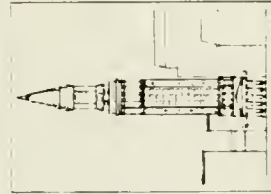
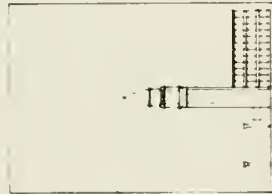
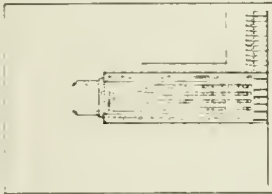
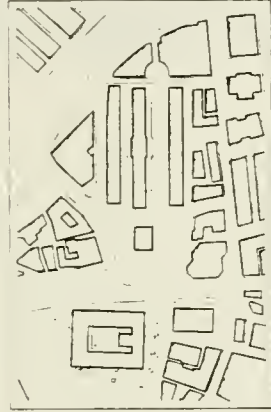
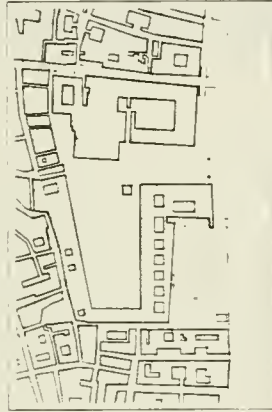
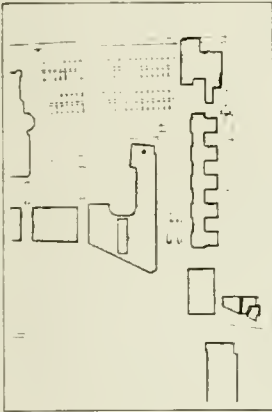
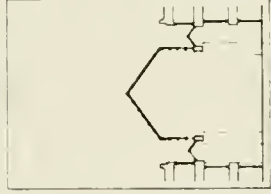
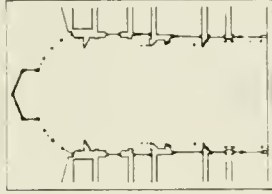
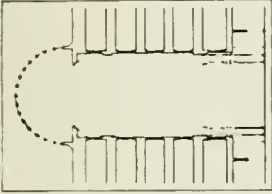
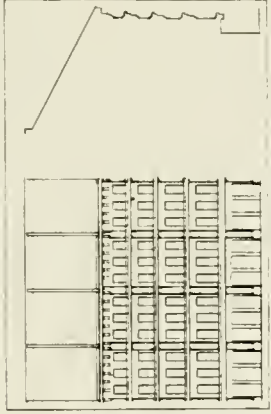
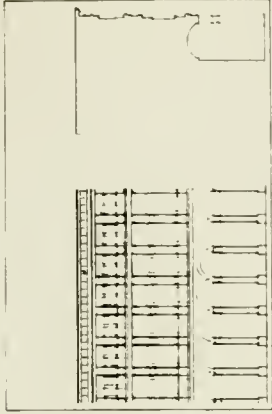
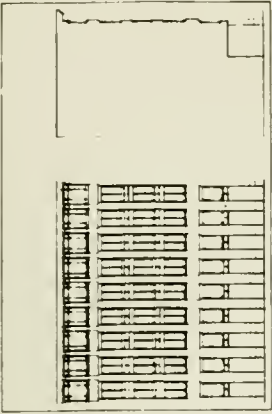


Fig. 1. View of Pier 4

Fig. 2. View of Pier 4

Fig. 3. View of Pier 4

Fig. 4. View of Pier 4

Fig. 5. View of Pier 4

ARCADES

GALLERIES

PLAZAS

TOWERS

CRESCENTS







EXHIBIT 4

LETTER FROM PIER 4 DEVELOPER TO  
ROBERT KROIN, DATED FEBRUARY 5, 1987



Mr. Robert Kroin  
Boston Redevelopment Authority  
9th Floor  
Boston City Hall  
Boston, MA 02201

February 5, 1987

Dear Bob:

I am writing in response to the design concerns which you and your staff raised at our meeting on January 30. I offer these reactions with the full understanding and concurrence of our architects, Kallmann McKinnell & Wood.

We recognize the significant improvement which your guidance has inspired in the Pier 4 master plan, and are committed to exploring your suggestions for further improvements in the design as we proceed through design development. Given our assurance on this point, the quality of our working relationship with you to date, and the relatively minor nature of your concerns as expressed on the 30th, we hope you find it possible to recommend approval of the schematic design as formally submitted to the Boston Redevelopment Authority on September 11, 1987.

Let me respond to your concerns in order:

1. Access Drive: Parking Ramp, Intersection Design, Pool We agree that the Pier 4 entry court should herald views of the marina basin beyond, and establish the metaphor of the slip of water which existed in this location historically. Your idea of extending the pool south of the parking garage ramps is an interesting one. Potentially it could help us better mask the garage entrance, and reinforce the notion of the old slip. We will study various alternatives which bring water south of the garage ramps.

We will also try to improve upon the design of the intersection of Old Northern Avenue and the Northbound Seaport Access Connector Road located south of the Athanas property. We agree that in its present configuration, the island and jug handle are not very pleasing, however well they may work from a traffic engineering point of view.

85 East India Row

Suite 41E

Boston, MA

02110

617-720-0775



Mr. Robert Kroin  
February 5, 1987  
Page Two

2. Harborwalk: Continuity at Restaurant, Width on East Side The preservation of the Pier 4 restaurant is foremost among our development objectives. This will be a very difficult goal to achieve given that construction of the Pier 4 project is expected to continue for 7-8 years, and that this will have a serious disruptive effect on the restaurant's appearance and parking accommodation. Accordingly, at the very least, we feel must protect the restaurant from any physical changes which would alter its operations.

Currently, the restaurant's kitchen, with its associated loading dock, dumpsters, and saltwater storage barges, is located on the east side of the restaurant structure, tight to the eastern edge of the pierhead. The restaurant's patio, which is relatively small but nevertheless grosses several million dollars a year, extends fully to the northern edge of the pierhead (which is also the northern limit of the Athanas's ownership). Continuous public access around the existing restaurant is thus impossible. Nevertheless, we respect your desire to promote this goal. We will work to try and improve the quality of public access around the south and west sides of the restaurant.

We will increase the width of the Harborwalk on the east side of the site to a minimum of 17 feet, as per your request. We will also design the placement of trees and benches so as to create a pedestrian walkway of at least 12 feet clear.

3. Galleria and Arcades: Height, Expression of Entrances and Passageways We agree that from an aesthetic point of view, the arcades facing the plaza should be greater than one-story. We will increase the height of the north-facing arcades -- which are those immediately adjacent to the galleria -- to a height of two-stories. We are interested in your ideas about how to increase the height of the west-facing arcades at the hotel. If together we can explore different ways of accommodating the hotel function rooms and mechanical space, we may be able to increase the west-facing arcades as well.

We agree with you that the expression of entrances and passageways must be handled very sensitively. We will study ways of giving more prominence to the plaza-side expression of both the galleria and the E-W passageway through the hotel. We will carefully consider the appropriate expression of galleria on Old Northern Avenue, bearing in mind that the parcel across the street is likely to be developed as public open space. We will also carefully consider the degree to



Mr. Robert Kroin  
February 5, 1987  
Page Three

which passageways should be expressed on the entry court, given that our overriding urban design goal is, in Michael McKinnell's terms, "to cannonize views of the marina."

4. Massing: Vertical Articulation of Hotel Tower We understand your desire to see a stronger transition between the shaft of the hotel/condo tower and the ornamental cap. We will try to improve the massing in the course of design development.

5. Truck Dock Location We share your concern about the unsightliness of truck docks, and your goal of minimizing the size of truck dock openings in building facades. We will provide underground truck access for the hotel/condo tower. To minimize the visual impact of on-grade truck access, particularly in the office tower planned for Phase III, we will investigate your suggestion of providing a truck turntable such as at the Christian Science Center. We will also test the possibility of using your idea of a hammerhead-shaped truck maneuvering area behind a retail facade.

6. Project Phasing: Interim Plan As you suggested, we will study alternatives for landscaping the Pier 4 parking lot in conjunction with the first phase of construction. You are quite right to point out that this landscaping will be critically important to the overall appearance of the project if we are not able to start construction of the second phase soon after completing the first.

In summary, we believe we understand all of your concerns, and find ourselves in sympathy with all of your goals with the single exception of gaining public access around the existing Pier 4 restaurant. We are grateful to you and your staff for your thoughtfulness about the Pier 4 Project, and constructive approach to suggesting improvements. We look forward to answering your concerns with a design development submission later this year.

With best regards,

*Ellen A. Watts*

Ellen A. Watts

cc. Stephen Coyle  
Susan Allen  
Michael McKinnell  
Michael Lauber

bra:sg



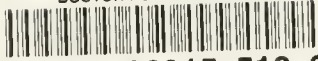








BOSTON PUBLIC LIBRARY



3 9999 06315 518 6



